LINDBERGH STUDIO

FINAL REPORT
FALL 2019

ACKNOWLEDGEMENTS

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LAVISTA ROAD

INTERSTATE 85

BUFORD SPRING CONNECTOR

HWY 13

PIEDMONT ROAD

MEISHIRE BRIDGE ROAD

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Wildflowers on the meadow loop trail. Photo courtesy of South Fork Conservancy.

1 INTRODUCTION

1.1 HISTORY & BACKGROUND

The Lindbergh/Morosgo neighborhood falls mostly in Neighborhood Planning Unit (NPU) B, and extends south across Peachtree Creek into NPU F. The study area for this plan is constrained by Georgia 400 and the Buford-Spring Connector on the east, and by MARTA and Norfolk Southern rail lines on the west. The whole area falls within Fulton County and the City of Atlanta, and in the North Atlanta High School Cluster of the Atlanta Public Schools district. The Atlanta Board of Education member elected for most of this area is Michelle Olympiadis, who represents District 3. A small northern portion of the area is in City Council District 7, represented by Howard Shook, and the rest is in City Council District 6, represented by Jennifer N. Ide.

In 2010, the population of the Lindbergh area was 4,604 (ARC Neighborhood Statistical Areas). At that time, 34.4% of residents were white, 24.9% were Black, 9.5% were Asian, and 28.8% were Hispanic (ARC Neighborhood Statistical Areas). The 2008-2012 American Community Survey profile for this area found a median age of 30 (Neighborhood Nexus). Adjoining neighborhoods include Buckhead Village, Peachtree Park, Pine Hills, Garden Hills, Lindridge/Martin Manor, Piedmont Heights, Peachtree Heights East, Peachtree Hills, and Brookwood Hills.

At the heart of the study area, the North Fork and South Fork of Peachtree Creek combine, forming the main branch of Peachtree Creek and continuing west towards confluences with Clear Creek, Nancy Creek, and eventually the Chattahoochee River. The Chattahoochee River continues south along the Georgia-Alabama border, joining with the Flint River to form the Apalachicola River and eventually emptying into the Gulf of Mexico. Peachtree Creek is a significant migration corridor and flyway for birds and insects, including monarch butterflies, Gulf fritillaries, Eastern bluebirds, and Northern cardinals. The creek is also home to wood ducks, beavers, bass, and endemic fish such as bluestripe shiners, grayfin redhorses, and greater jumprocks.

Before north Georgia was settled by Europeans, the land along Peachtree Creek was a border between Cherokee and Muscogee nations. Controversial treaties following conflict between new settlers and Native Americans in 1813 and 1814 ended with the US federal government taking Creek lands, with only a few Native Americans agreeing to the exchange. (Kennedy 2018) One stakeholder says that an 1815 map of the Lindbergh area labeled the North Fork and South Fork confluence with “Indian village,” but details of the settlement are hard to find.

After the treaties, Benjamin Plaster and Hezekiah Cheshire were major landowners around Lindbergh. According to noted Atlanta historian Franklin Garrett, “the home of Benjamin Plaster, Sr., was located on the... southeast intersection of Lindberg [sic] Drive and the Southern Railway, near the center of his holdings,” though he died in 1836, before the railroad was built (Atlanta and Environs: A Chronicle of its People and Events, 1820s-1870s, 1954). Plaster and Cheshire split their land among descendants in their wills, fragmenting the holdings until eventually the families’ mark on the landscape dwindled to a few bridge and street names. Present-day Piedmont Road used to be called Plaster’s Bridge Road, after the Plaster family’s bridge over Peachtree Creek, and “what is now Lindbergh Road was [once] only a dirt trail that connected the Cheshire Farm and the Plaster Farm between Cheshire Bridge Road and Peachtree Road.” (Lindridge Martin Manor Neighborhood Association) David R. Kaufman, who canoed the length of Peachtree Creek to write a social and natural history of the water body, found “old hand-laid stone footings” of Cheshire Bridge and the “stacked granite block remains” of Plaster’s Bridge still at the water’s edge, in some cases hidden under modern overpasses like Sidney Marcus Boulevard. Kaufman also reports that “until the late 1800s, Peachtree Creek was regarded as a high-quality water source, as evidenced by the city’s move in 1871 to build a waterworks on it,” a situation that changed in the early 20th century. (Peachtree Creek: A Natural and Unnatural History of Atlanta’s Watershed, 2007)

1.1 HISTORY & BACKGROUND

In the 1920s, people came to the Lindbergh area for water recreation, but not in Peachtree Creek. There was once a lake at what is now the conjunction of Sidney Marcus Boulevard, Buford Highway, Georgia 400, and Interstate 85. It was called Mooney's Lake, and anchored an entire amusement park. "Deuward S. Mooney turned the lake into a summertime escape . . . where you could do much more than swim. There was horseback riding, canoeing, miniature golf, a zip line over the water and a small train for children to ride," among other enticements (AJC). After the lake was drained and filled in the 1950s, music became Lindbergh's major attraction with the opening of the "Great Southeast Music Hall in the Lindbergh Shopping Center. Jimmy Buffett, Willie Nelson, Billy Joel and Steve Martin were frequent performers but the venue is best remembered as the site of the first US date of the Sex Pistols which garnered international attention for Atlanta" (AJC).

In recent decades, the Lindbergh neighborhood has become more of a commercial center. Rollins, Inc. bought out the Orkin Exterminating Company in 1964 and moved into Orkin's Lindbergh-area headquarters in 1967. The mid-century modern building, built in 1963 along the banks of Peachtree Creek, is designated historic and remains in use by Rollins today. Transit-oriented development around the Lindbergh Center MARTA station has also mixed commercial uses with residential ones as the neighborhood continues to change. Increased development in Lindbergh over time has meant more impervious surfaces surrounding Peachtree Creek, which damages the stream ecology and heightens the risk of flash flooding after storm events. As Kaufman writes, "streams in a watershed can become degraded and lose habitat function when impervious surfaces cover as little as 10 to 15 percent of the land" (2007), and a 1979 Army Corps of Engineers report "projected 90 percent development of the

Aerial photo of Mooney's Lake, 1949.
Image from Atlanta Journal-Constitution.

1.1 HISTORY & BACKGROUND

[Peachtree Creek] watershed by 2030." As recently as 2009, the creek flashed to a gauge height of 23.89 feet, while the most common gauge height at that measuring point over the last 12 years has been 2.5-3 feet(USGS).

The constant flood risk and continuous degradation of significant creek habitat require change in the Lindbergh area. At the same time, the neighborhood is at the confluence of many new trail and rail plans: PATH 400, the BeltLine trail and rail, South Fork Conservancy's soft trails, Clifton Corridor rail, MARTA rail, and heavy rail either already pass through this area, or will soon. Lindbergh is a nexus not just for major water flows and animal migrations, but also for flows of people, traveling under their own power and using transit. This report proposes design strategies for protecting and establishing open space, aligning new transportation options, and continuing development sustainably across the Lindbergh area, all focused on restoring Peachtree Creek, connecting people to the creek, and repairing human and water flows at this confluence.

1.2
EXISTING CONDITIONS

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The Lindbergh area is a neighborhood and development area located north of Midtown Atlanta and south of Buckhead, two well-developed and affluent areas of Atlanta. Both areas have higher costs of living than other neighborhoods in the city, and both areas are employment centers for the region. Lindbergh has not been claimed by either of these communities, so it has often existed separately from both Buckhead and Midtown with development running unhindered and undirected by neighborhood associations.

Land Use

Lindbergh has long been considered an affordable intown neighborhood with good access to transit. At the center is the Lindbergh Center MARTA Station, one of the first transit oriented developments in the city. Historically, this area of town is largely reliant on personal vehicles for travel, and the area has been deemed a pass-through to reach other destinations in the city, such as Midtown, Buckhead, or Druid Hills. The study area is zoned in Special Public Interest District 15 - Lindbergh Transit Station Area. This zoning is intended to encourage transit use, transit- and pedestrian-oriented mixed-use development, reduced parking minimums, and improved overall connectivity. Recently, Lindbergh has experienced an uptick in mixed-use development, opening up more residential and retail space and uncovering potential to evolve into a higher density, walkable district. The Lindbergh area contains a relatively high percentage of office space (around 40%), next, residential (heavily rental), and then retail space (Leinberger, 2012). The future land use map shows that the focus area of our studio will consist of: Industrial, Mixed Use, High Density Residential, High Density Commercial, and Transportation/Communications/Utilities use.

Zoning

Lindbergh has been credited by many as the Transit Oriented Development (TOD) prototype in Atlanta due to its access to MARTA rail, interstates, and major thoroughfares. Our goal is to expand the TOD vision for Lindbergh, allowing people to rely less on their personal cars for transportation, by incorporating a fluid multi-use trail network, an arrangement of additional greenspace, added access to proposed light rail, and densifying housing developments. Our proposed ideas for the Lindbergh area address each of the goals in Atlanta's Code of Ordinances, Part III, Part 16, Chapter 18O, § 16-18O.002, listed below. The Statement of Intent for SPI-15 Lindbergh Transit Station Area Special Public Interest District zoning code lists the following goals:

1. Create a diversified urban environment where people can live, work, meet and recreate;
2. Enhance and protect the Lindbergh Transit Station area as a model for retrofitting an existing automobile-oriented commercial strip into a transit and pedestrian oriented mixed-use and multi-family urban neighborhood;
3. Improve the visual aesthetics of the streets and the area;
4. Provide for a pedestrian-oriented environment on streets and sidewalks;
5. Maximize access to transit;
6. Encourage use of transit infrastructure;
7. Encourage a compatible mixture of residential, commercial, and cultural and recreational uses;
8. Provide parking in an unobtrusive manner;
9. Reduce parking requirements by encouraging shared parking and alternative modes of transportation;
10. Encourage a sense of activity and liveliness along the street level of building façades;
11. Encourage a grid of connected streets to improve access and reduce congestion;
12. Provide sufficient, safe and accessible open space for active and passive enjoyment by residents and workers;
13. Facilitate safe and convenient pedestrian and bicycle circulation and minimize conflict between pedestrians and vehicles; and
14. Reduce vehicular congestion by encouraging a smooth uninterrupted flow of traffic.

1.2
EXISTING CONDITIONS

Transportation
The Lindbergh Center MARTA Station is approximately a quarter of a mile from our core study area and accommodates both rail and bus services. The rail station services MARTA's Red and Gold lines which run from Airport Station to North Springs and Doraville, respectively. This station is the third most utilized station in MARTA's rail network and has, on average, approximately 9,000 weekday entries (The Atlanta Region's Plan). Piedmont Road, the main corridor in our study area, is a major thoroughfare that connects the northern edges of Atlanta to the Central Business District. On average, the segment of Piedmont Road adjacent to our study area moves 43,600 vehicles per day, and approximately 2,000 vehicles per hour during typical business hours (Traffic Count Report, 2019).

Walkability
Though the Lindbergh area was one of the first transit-oriented developments in the city and its walkability is better than other neighborhoods in the area, pedestrian mobility and comfort could be greatly improved. There are several locations in our study area that limit pedestrian mobility, including Garson Drive, where the sidewalk is abruptly discontinued over the Garson Street Bridge, Piedmont Road, where there are narrow sidewalks with no buffer to protect pedestrians from fast-moving traffic, and in general, limited opportunities to safely cross over major roads. The following plan outlines proposed changes to allow for better walkability and increased comfort for pedestrians which will greatly improve mobility in the Lindbergh area.

Urban Design
The urban design of the Lindbergh area heavily favors vehicular travel and stripmall-esque development, though in most recent years there have been some changes in design choices in the surrounding areas with the inclusion of a Sprouts in a residential development on Piedmont Road just south of Lindbergh. In the past few years, there has been an increase in density in the area with the inclusion of condos, townhomes, and multi-family residential developments. However, there are still areas of unconnected commercial developments along Piedmont Road near Peachtree Creek, and the suburban-style commercial development on the corner of Piedmont Road and Morosgo Drive NE.

Open Space
Peachtree Creek runs relatively concealed throughout the developed Lindbergh area. Views of the creek are often shrouded by thick invasive species cover. Privet, kudzu, and multiflora rose are some of the dominant invasive plants obstructing the natural ecosystem functions of this space. Additionally, the creek serves as a dumping ground for road litter and garbage.

The heavily developed areas of the Lindbergh area motivated some residents to work on developing the availability of natural spaces to residents and employees of the area. Presently, Path 400 and South Fork Conservancy's hard work has culminated with the development of both recreational and soft trails in the area.

Path 400 Greenway connects Lindbergh to the heart of Buckhead with 5.2 miles of paved trail for bicyclists and pedestrians (Path 400, 2019). South Fork Conservancy is attempting to connect Buckhead to Emory with trails along hidden greenspaces in the area (The Creek, 2019). Currently the trail network is composed of four soft trails, all of which have views of Peachtree Creek.

Photo by Katherine A. Martin.

2
CONTEXT

2.1
PREVIOUS PLANS & STUDIES

2.1.1 Lindbergh TSADS (2000)

The Lindbergh Transportation Area Development Study, adopted in 2000, discusses making the Lindbergh Center MARTA transit station area a live/work/play environment and proposes the creation of a multi-use community around the station to help foster the formation of a socially and culturally diverse community. This plan identifies the area and the station as a transit oriented development (TOD) which has become embedded into MARTA plans for Atlanta's transit future. The suggested TOD includes pedestrian infrastructure with the densest development within a half-mile radius of the transit station, infrastructure to promote bicycle usage, and public open space and green space, including community playgrounds, plazas, parks, and greenways. The TSADS also suggests a wide variety of housing options to vary based on age and income.

The TSADS report provided recommendations for transforming the Lindbergh area into three categories: land use, urban design, and transportation.
The land use recommendations are as follows:

- Provide a diverse mix of civic, residential, retail, office, and entertainment options
- Provide green space and open space areas for recreational use
- Focus most intense trip generating uses around rail access, meaning commercial uses should be closest to rail while residential should be close but not as close as commercial

The urban design recommendations are as follows:

- Visual clutter and automobile development must be minimized by:
  - Orient primary pedestrian entrances of buildings and entrances to individual businesses
  - Provide pedestrian oriented spaces such as outdoor dining between buildings and the sidewalk
  - Provide sidewalks adjacent to commercial uses and around the block bounded by Piedmont Road, Lindbergh Way, and Lindbergh Drive
  - Provide landscaping in the clear zone adjacent to street level residential uses and allow greater building facade lines for public plazas and parks
  - Encourage small-scale blocks and pedestrian midblock street and limit the number and widths of curb cuts for walkability

The transportation recommendations are as follows:

- Develop a comprehensive street grid around the Lindbergh Center MARTA station
- Plan and develop Piedmont Road as a model urban street by framing the street right of way with scaled buildings and street level activities, improved intersections, a continuous median, and intersection crossings
- Encourage the use of bicycles by:
  - Installing bike racks
  - Providing signs indicating bike routes and bike parking around the Lindbergh MARTA station
  - Develop a bike trail to the greenway along the northside of Peachtree Creek
- Construct a median along Piedmont Road to provide a pedestrian refuge while crossing the street
- Increase transit use by improving MARTA bus stops along Piedmont Road, Morosgo Drive, and Lindbergh Drive to include: lighted shelters, benches, maps and schedules, changeable message signs with bus status information, and telephones to MARTA for security and information
- Calm traffic while ensuring a safe and efficient flow with parallel parking, street trees, street lighting, medians, and retimed traffic signals along Piedmont Road and other devices to provide for reduced by consistent travel speeds

2.1.2 Connect Atlanta Plan (2008)

The Connect Atlanta Plan is a comprehensive transportation document for the city adopted in 2008. The key goal of the study was to incorporate recommendations that would ensure mobility, continued economic growth, and quality of life improvements for both citizens and visitors. These recommendations focused on the following: build rapid transit infrastructure, improve existing transit service, promote sustainable travel modes, untangle “hot spots”, achieve a state of good repair, and develop new sources of funding. The Lindbergh area was highlighted in or relevant to certain parts of the document, as detailed below.

Challenges, Needs & Concepts

- The Lindbergh Center MARTA Station has been cited nationally in best practices of TOD, specifically from increasing density and transit station infrastructure. Since the station has a relatively high amount of ridership, it needs better connectivity to other systems.
- We should be pursuing and prioritizing projects that have a positive impact on water quality.
- Piedmont Road has a lot of crashes, and it should be considered for design changes that would create better balance and safer conditions.
- We should create a greater number of options for short trips and fewer, through multi-modal, options for long trips.
- Converting four-lane roadways to three-lane allows for efficiency, quality of life and safety improvements.
- Adding a street network to activity nodes better distributes vehicles and provides opportunities for pedestrian circulation. Connect these nodes to transit.

2.1.3 Piedmont Area Transportation Study (2008)

The Piedmont Area Transportation Study focuses on the Piedmont corridor in Buckhead from I-85 to Powers Perry Road. The intent of the study is to provide recommendations for the corridor to achieve the following goals:

- Identify measures to improve traffic mobility
- Enhance the pedestrian environment
- Create better access to public transit
- Initiate intra-district transportation alternatives
- Encourage better integration of land uses
- Improve linkages to the region’s automobile, transit, and bicycle network

The study provides a detailed inventory of roadway infrastructure as well as future projects planned by various agencies that are relevant to the Piedmont corridor. The corridor study area is broken up into five segments, each of which is adjacent to a pocket of dense development. Segment 4 (Sidney Marcus Boulevard to Lindbergh Drive) and Segment 5 (Lindbergh Drive to I-85) fall directly into our focus area, and within these segments, there are several proposed projects identified by this study that were taken into consideration:

- Express bus service enhancements for GRTA Xpress Route 410 that travels between Gwinnett County and the Lindbergh Center Marta Station. Approximately 1/3 of workers in this area live in Cobb and Gwinnett Counties and therefore may directly benefit from some type of express bus service
- MARTA bus system improvements including: increased bus frequency, creation of a “Super Stop” at Lindbergh Center Station in place of the existing bus drop-off to consolidate bus stops along Piedmont, uniform bus stop standards to ensure facilities have certain amenities at a minimum, and queue-jumper lanes that provide either exclusive bus lanes or shared lanes with right-turn lanes on the approach to signalized intersections coupled with priority signalization technology

- Pedestrian Safety Improvements including: ADA compliant pedestrian ramps and crossings, crosswalk restriping with stop bars, countdown pedestrian signals at all existing and proposed intersections, and conversion oft left-turn signal phasing from “lead” to “lag” to reduce the risk of pedestrian / vehicular collisions.
- While our proposed projects differ somewhat from the exact recommendations outlined in this study, the main takeaway is the desire for improvements in area bus services, increased pedestrian safety, and better management of pedestrian, cyclist and transit flow throughout the Piedmont corridor.

2.1.4 Atlanta BeltLine Subarea 7 Master Plan (2009)

The BeltLine Subarea Master Plan bounds an area, roughly, from slightly east of Piedmont Road to Northside Drive, east to west, and from I-85 and the Buford Spring Connector in the south to as far north as Sydney Marcus Boulevard. Despite the vast expanse of the site area, much of the plan narrows its recommendations to two key locations: the Peachtree Road Area and the Piedmont Road Area. Recommendations pertaining to the Piedmont Road Area and general recommendations for the entirety of the site area bear special relevance to the current plan. The Piedmont Road Area and the study area of the current plan have significant overlap, and major recommendations of the Subarea 7 plan affecting the Piedmont Road Area were strong causes for consideration.

The Subarea 7 Master Plan recommendations are dispersed among the three categories of Land Use and Circulation, Mobility, and Parks and Open Space, with consideration paid also to the Cultural Arts. The plan can be further distilled into recommendations regarding transit integration and expansion, parks and open space creation and preservation, and targeted intensification of development. Most crucial of all are the planning and construction of the northernmost segment of the BeltLine trail and the BeltLine rail transit system. Below are the BeltLine Subarea 7 Master Plan’s most significant, informative, and relevant recommendations from the perspective of the current plan, by category.

Land Use and Circulation:

- *Encourage and facilitate new residential and mixed-use development* in targeted areas along or in the vicinity of Piedmont Road. Redevelopment of sites like the current Passion City Church site (note that the Subarea 7 plan preceded the arrival of the church), the Rollins Property, and the site of the businesses across Piedmont Road is suggested or depicted in the illustrative design plan. Redevelopment should occur while preserving historic resources and without expelling businesses and uses that wish to remain in the area. Redevelopment of properties that control relatively large land areas is also integral to facilitating an expansion of the street grid.
- *Expand and reconnect the street grid.* The Piedmont Road area exhibits insufficient road connectivity, which hampers pedestrian and vehicular circulation and at times restricts property access and egress. The plan indicates several places where there is potential to add new streets that connect to the existing street system, usually coincident with site redevelopment.
- *Reconfigure the Buford Highway Interchange* to eliminate dangerous weave conditions by reconfiguring on and off ramps that connect to Manchester Street, west of Piedmont Road, to replace the ramps currently stemming to and from Monroe Drive, east of Piedmont Road.

Mobility:

- *Build the BeltLine trail* in the Piedmont Area. A few configurations are proposed. Primarily, the plan seeks to resolve how the trail will run along the creek, navigate the creek and the existing rail lines, cope with the existing street conditions, and connect to Lindbergh Station.
- *Build and operate BeltLine rail transit*. A rail transit system is proposed tandem with the BeltLine multi-use trail. Similarly, several route options are explored. Final results range in terms of route trajectory but share in that they propose creation of BeltLine transit stations along the rail route, usage of existing railways, a potential transit plaza and other catalization of TOD development, and connection to MARTA, either to the Lindbergh MARTA station or by a new proposed infill MARTA station at the Armour-Ottley industrial area.

Parks and Open Space:

- *Protect and develop new open spaces* along Peachtree Creek. New parks and open spaces are recommended as public amenities and a way to both restore the creek ecosystem and manage stormwater. Similar to the expansion of the street grid, the implementation of open spaces is projected to occur gradually with new redevelopments and alongside the development of the BeltLine trail. The plan suggests that these passive public open spaces may be placed in the floodplain alongside the creek where development is limited.
- *Link greenspaces and open spaces*. Greenspaces across the area should be linked as much as possible. A network of connected greenspaces provide residents of local neighborhoods with access through the urban framework and to prominent destinations in the area.

2.1.5 PATH 400 Buckhead Trails (2011)

PATH 400 contributes the core of Buckhead Collection's Trails and Greenways Sub-System connecting parks, trails, schools, and neighborhoods to Buckhead. As the Beltline enters this area PATH 400 will act as an ancillary trail connecting users to the city of Atlanta by paved trail. The trail has been envisioned as a multi-use trail for bicyclists, skaters, walkers, and runners on a 10'-14' wide paved path.

A feasibility study was conducted to determine if the intended uses of the trail can be accomplished, if the trail can be built within budget, will adjacent properties provide necessary access, etc. The results of the study found that the trail is feasible along the GA 400 right-of-way with the use of adjacent street corridors and identified trailhead sites. However, the major challenges were identified as paving the trail over steep slopes and providing crosswalks over and under railroads, highways, streets, and creeks – these elements add the potential for high construction costs. Next steps in the process of planning and designing the trail were identified.

This plan details the different types of expected sections of the trail. There are eleven variations of the expected trail sections. These sections are distinguished by how wide the section will be, how stormwater will be managed, what kind of surface is required, the proximity to street and rail, and vegetation surrounding the section.

Plus, this executive summary includes details about each of the trail segments found along PATH400. The visuals and descriptions provided are useful for understanding the existing conditions, challenges, and opportunities found in the segment being highlighted. Each segment also provides estimated costs associated with construction.

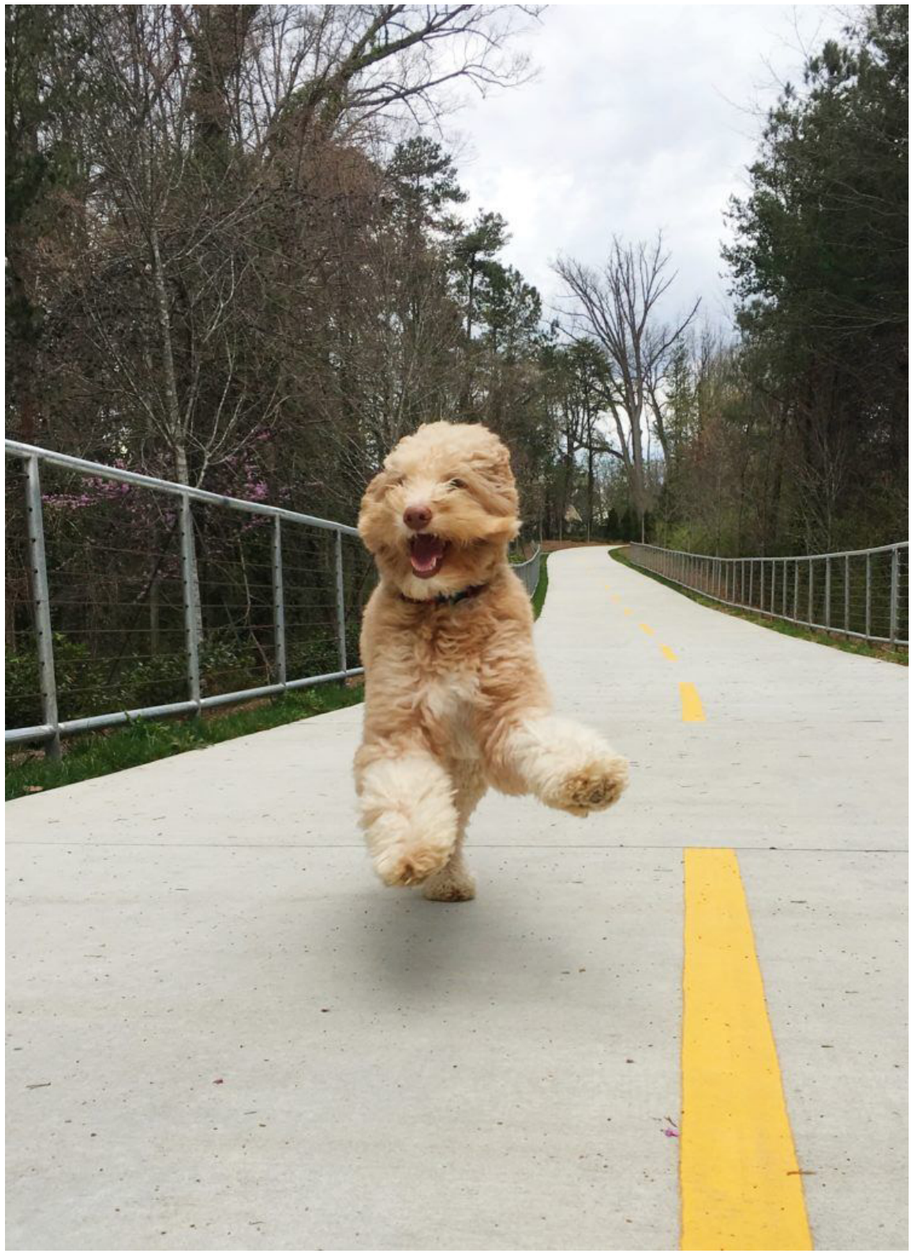


Photo courtesy of PATH 400.

2.1.6 City of Atlanta Comprehensive Development Plan (2016)

The Atlanta Comprehensive Plan provides a general vision and development framework for the City of Atlanta over the next 15 years. It also serves as a legal document that guides future policy and decision making for planning related issues in land use, transportation, zoning, and open space. The Lindbergh Area is considered a commuter town center and should have the following characteristics according to the Atlanta Comprehensive Plan:

Transportation: Town centers should serve and be accessible to all transportation modes including pedestrians, bicyclists, motorists and transit users. Existing corridors should be redesigned in order to create a more livable streetscape with complete streets and traffic calming. As large parcels are developed, new development should include additional streets to create smaller more walkable blocks while also providing connections to the existing network.

Land Use: Building characteristics should create a pedestrian-oriented urban form with facades and main entrances built up to the sidewalk. Surface parking should be located on the side or rear of buildings or screened with vegetation if adjacent to the roadway. Multi-story buildings, high density and mixed use developments are appropriate, however all existing historic (or potentially historic) structures should be preserved. Buffer areas should be implemented when adjacent to other character areas, particularly low-density residential neighborhoods. Greater residential housing density should provide a range of housing types and prices accessible for all ages, especially seniors. Sustainable design should be encouraged in public gathering places and plazas.

Economic Development: There should be a concentration of uses and services within a town center that provide jobs and economic opportunities for surrounding residents.

Primary Land Uses: Vertical mixed use, commercial, office, multi-family residential, institutional, and cultural

Policies:

- Maintain and improve upon public safety
- Preserve and restore the existing, tradition, and pedestrian scale and character of buildings
- Promote a balance of retail, service, office, dining and residential uses serving the adjacent neighborhoods
- Place controls on the development of larger scale strip development which are intended to serve larger areas than a single neighborhood or small group of neighborhoods
- Encourage complete streets and integrated modes of transportation including pedestrian, bicycle, auto, and the use of public transportation including MARTA
- Provide attractive pedestrian oriented storefronts and activities adjacent to sidewalks such as outdoor cafes/markets and minimize surface parking lots
- Facilitate safe, attractive, and convenient pedestrian circulation with wide tree lined sidewalks, safe pedestrian crossings, on-street parking and minimize conflicts between pedestrians and vehicles.
- Minimize the use of adjacent neighborhood streets for commercial area parking by establishing adequate parking requirements and encouraging shared parking arrangements. Encourage well designed public parking to support retail
- Promote a variety and diversity of uses and good quality businesses
- Provide divers and more affordable housing opportunities accessible for all ages
- Promote the redevelopment of vacant sites, surface parking and underutilized big box retail and deteriorating buildings.

The Atlanta Comprehensive Plan also includes a list of policies by NPU. A list and description of the policies relevant to our core study area within NPU B are listed below:

B-1: Implement minimum standards for “open” space and “green space” in lieu of “ open space” only. Minimum standards should be based on square feet of development in all categories except single family residential.

B-7: Within the capacity of the existing sewer, transportation, and stormwater systems, permit development of high density residential and mixed use development in the development nodes that are associated with the Buckhead, Lenox, and Lindbergh MARTA stations. Encourage development that is located in designated mixed use districts to consist of residential and commercial (office and/or retail) uses that have a ratio of at least 1:1 development to be phased so that residential space is developed in advance or concurrent with, an equivalent amount of commercial (office and retail) space.

B-8: Contain strip commercial use along Peachtree, Piedmont and Roswell Roads. Promote the redevelopment of existing commercial strips along these corridors so as to enable the reduction of curb cuts and turn lanes, as well as the improvement and consolidation of points of automobile access to the development and the utilizing of Neighborhood Commercial Zoning. Encourage pedestrian connectivity and bicycle lanes along all major connections.

2.1.7 Atlanta City Design (2017)

The Atlanta City Design lays out a broad vision for the future development of Atlanta. The inspired plan is led by five overarching principles: equity, progress, ambition, access, and nature. Foremost, the plan seeks to prioritize people, aiming to promote design of the physical environment within the city for the wellbeing and convenience of its human residents. Equivalently, it emphasizes and includes provisions for the improvement and preservation of Atlanta’s natural environment simultaneous with its projected urban growth. The city is mapped into “Growth Areas” and “Conservation Areas,” suggesting where new urban development should be concentrated and where it should be restrained. The site of the current plan is strikingly close to a boundary between growth and conservation area. It is at such edges where the prerogative of the Atlanta City Design plan to connect people to nature is best suited for implementation. Both the intersection and of Peachtree Creek and Piedmont Road and the idea of “confluence parks” are clearly identified in the plan. Given our own and many of our stakeholders’ hope and intent to restore the natural environment in the Peachtree Creek area, and given the creation (planned or already existing) of trails, paths, and parks converging on this exact space, the present location is of special importance to steering in a direction to achieve the Atlanta City Design’s vision for Atlanta’s future.

2.1.8 Atlanta Transportation Plan (2018)

The Atlanta Transportation Plan is a comprehensive plan that evaluates and addresses current transportation needs and provides a vision for how these needs can be addressed through future policy initiatives and physical improvements. The main objectives of the Atlanta Transportation Plan include improved safety and security, increased mobility, and affordability. Several challenges are also identified in the plan, including uneven opportunities and burdens, unpreparedness for growth, unsafe conditions (particularly for pedestrians), a lack of streamlined project delivery from transportation agencies, and the general expense of travel in terms of time and money.

To better identify transportation priorities, the plan divides Atlanta into five focus areas: northwest, downtown/midtown, east, south, and southwest. Lindbergh falls within the northwest focus area, where the main transportation priorities are expanding rail transit, reducing travel congestion, and roadway maintenance. Several projects proposed within our area of study were taken into consideration during the planning process. The projects are summarized briefly below:

- Clifton Corridor Transit Initiative: High capacity light rail transit from Lindbergh Center MARTA station to Avondale MARTA Station via Emory University/CDC Campus.
- BeltLine East Corridor High Capacity Transit: High capacity light rail transit from downtown Atlanta Streetcar loop to Lindbergh Center Station
- Path 400 Completion: Completion of the multiuse trail along the GA 400 corridor from Sandy Springs to Lindbergh Center
- Piedmont Road Comprehensive Street Improvements: Streetscape enhancements, pedestrian sidewalk lighting, pedestrian lighting, bike facilities, turn lanes, and green infrastructure from I-85 to Lenox Road
- Garson Drive Bridge: A new, 2-lane bridge across Peachtree Creek, providing an additional connection to Piedmont Road

2.1.9 Urban Ecology Framework (Unpublished)

The Urban Ecology Framework (UEF) intends to highlight the landscape ecology of Atlanta by describing the distribution of the city's unique natural resources, and providing strategies to connect, protect, and enhance the city's environmental assets. Recurring themes throughout the UEF include resilience, function, conservation, and access and connectivity. These themes present a framework which advances the goal of connecting people with nature through design in an equitable way that benefits all community members. Acknowledging the City of Atlanta's projected increase in population density, the purpose of the UEF is to set the stage for the future by guiding development with respect to the city's ecological resources, transportation needs, connectivity, and quality of life among all communities.

2.2 STAKEHOLDER INTERVIEWS

2.2.1 Atlanta BeltLine Inc.

Shaun Green, Senior Transportation Engineer, Project Manager for NE BeltLine
Stacy Patton, VP Real Estate & Asset Management Director

The north terminus of BeltLine's Eastside Trail is located directly to the east of Ansley Golf Club; this section of the trail runs parallel to Monroe Drive and ends shortly before the Buford Spring Connector to the north. ABI's challenge is to extend this end of the Eastside Trail to the Lindbergh area, via what will be known as the Northeast portion of the BeltLine. In addition, light rail transit is a part of ABI's vision for the BeltLine. However, the planning, designing and construction of the Northeast BeltLine will face significant challenges due to:

- Physical obstacles and choke points caused by:
  - the Buford Spring Connector and I-85
  - the Armour-Ottley industrial area
  - the MARTA Armour Yard maintenance facility
  - Clear Creek Nature Preserve to the west of the Armour-Ottley industrial area
  - Peachtree Creek and its adjacent flood plain area
  - MARTA and CSX rail lines
  - existing buildings, neighborhoods, road infrastructure, etc already in the area

- The need to maximize connectivity and access, which means that BeltLine trails / railways will have to be connected to existing and future transportation links in the Lindbergh area:
  - Trails: Peachtree Creek Greenway, PATH400, South Fork Conservancy trail
  - Rails: Lindbergh Center MARTA Station, Clifton Corridor Station

At present, two options are being considered for the Northeast BeltLine trail:

Corridor B:
- Total Length: 1.2 miles
- Proposed Route (from south to north): running north from the end of the Eastside Beltline trail, following the bridge over the Buford Spring Connector and under I-85 to the south edge of the Armour-Ottley industrial area adjacent to the existing railroads, running along the edge of Armour-Ottley industrial area in a counter-clockwise direction, running along the west edge of the Buzzi Unicem USA concrete plant site, turning east along Peachtree Creek, turning north to cross Peachtree Creek, running north adjacent to the existing MARTA corridor on the west and Passion City Church on the east, and lastly running north along Garson Drive NW until Lindbergh MARTA Station.
- Pros: Shorter distance for the BeltLine trail and a more direct connection to the Lindbergh Center MARTA Station.
- Cons: Space constraints, property acquisition costs, and being adjacent to MARTA's rail lines which would result in occasional noise disturbances.

Atlanta BeltLine Inc., cont.

Corridor E:

- Total Length: 2.3 miles
- Proposed Route (from south to north): running north from the end of the Eastside Beltline trail, following the bridge over the Buford Spring Connector and under I-85 to Mayson St, running north adjacent to the existing MARTA corridor, crossing Peachtree Creek, running north adjacent to the existing MARTA corridor on the west and Passion City Church on the east, and lastly running north along Garson Drive NW until Lindbergh Center MARTA Station.
- Pros: Easement and stakeholder support is much stronger for this option.
- Cons: Space constraints, property acquisition costs, and being adjacent to MARTA's rail lines which would result in occasional noise disturbances. The historic Mayson St Chapel Baptist Church is located on Mayson St and should not be disturbed. The length of Corridor E's BeltLine trail is almost double the length of the Corridor B trail. This route would still be doable for cyclists, but pedestrians would most likely choose an alternate route or mode of transportation.

At present, two options are being considered for the Northeast BeltLine rail and in particular the location of the rail station. It was mentioned that ABI is still in the alternative analysis phase and had narrowed down the options from an initial 45 to two.

- Proposed Alternative 1:
  - Station Location: around the Armour-Ottley industrial area; likely at the site where the Buzzi Unicem USA concrete plant currently is located, as the latter is reportedly willing to relocate in 3~ years.
  - Proposed Route (from south to north): the railway would come off of the existing bridge from the south into the Armour-Ottley industrial area, and there would be a spur trail off of there leading to the rail station.
  - Pros: This is the "best solution" in the eyes of ABI; the rail lines would not need to cross Peachtree Creek which possibly reduces environmental impact on the creek.
  - Cons: No direct connection to Lindbergh Center MARTA Station (which is almost over a mile away). A MARTA infill station is probably required to establish a rail connection between this site and Lindbergh Center MARTA Station. There is currently only one way in and out of Armour-Ottley industrial area (i.e. Armour Drive), and increased vehicular activity (e.g. passengers being dropped off at and buses coming in and out of the rail station) would likely result in further traffic congestion in this area.

- Proposed Alternative 2:
  - Station Location: adjacent to the Lindbergh Center MARTA Station.
  - Proposed Route: Similar to the route for Proposed Alternative 1, except that it would end further north at the station location for Proposed Alternative 2.
  - Pros: A direct connection to the MARTA Red/Gold line and presumably the future Clifton Corridor line as well. This alternative would also capture more transit users (e.g. those who are transferring from the MARTA and Clifton lines, and those who are taking buses to the Lindbergh Center MARTA Station).
  - Cons: Major environmental, ecological and construction challenges involved in building rail and supporting infrastructure to connect BeltLine rail from south of the Buford Spring Connector to cross over Peachtree Creek and reach the Lindbergh Center MARTA Station area.

In addition, the BeltLine rail station will need to receive/send rail connections from/to the west of the Lindbergh area. ABI is unsure where exactly the BeltLine railways and trailways will be located west of the Lindbergh area (until it has a land deal with CSX/Norfolk Southern). Overall, a brand new plan/pattern for traffic, biking and transit should be created to plan for connectivity and transportation connections between the existing BeltLine, planned BeltLine rails/trails, and the Lindbergh Center MARTA Station area.

Photo by Chelsea Zakas.

2.2.2 Atlanta City Council

Councilmember Howard Shook and staff member Sally Silver

Howard Shook represents District 7 on the Atlanta City Council, and currently serves as the Chair of the Finance Committee. Sally Silver represents District 7 as a policy analyst, and she is also a Founding Board Member of Liveable Buckhead. During our stakeholder meeting, we learned that Lindbergh has been overlooked for a long time, however, the area is in a better state than it used to be. Lindbergh is one of the most significant areas of Atlanta because of its transportation options, being close to MARTA rail, the interstate, and main corridors connecting Buckhead to Downtown. There is a dire need for affordable workforce housing around the MARTA rail station. An original plan for Lindbergh included development of both residential and commercial property, but what the area got was mostly commercial. There is a desire for true mixed use development in Lindbergh. Suggestions from Shook and Silver included using GDOT right-of-way when possible, proposing a cap on parking along Piedmont through Lindbergh, and looking into funding opportunities from the private sector and fundraising from a "Friends of" volunteer group.

Councilmember Jennifer Ide and staff member Lance Orchid

Jennifer Ide represents District 6 on the Atlanta City Council, and Lance Orchid serves as Ide's Chief of Staff. It was expressed that Lindbergh needs more multi-family residential development. From our meeting, we learned the Peachtree Creek corridor is essential to the area, which is why Ide helped fund a bridge for one of South Fork Conservancy's trail connections. We discussed challenges to our study area's project proposals such as neighboring resident's opposition to new development and increased traffic. The biggest take away from our meeting was the crucial need to bring a sense of community and identity to Lindbergh.

2.2.3 Atlanta City Studio

Kevin Bacon, Studio Director

Kevin Bacon, the Studio Director of Atlanta City Studio, shared his perspective on the development of the Lindbergh area based on his experience working within the City of Atlanta Planning Department and the changing view of urban design within the planning sector in Atlanta. The Atlanta City Studio has come up with ideas to change the City of Atlanta, and they have created a document that is the modern response to the Atlanta Comprehensive Plan. The Atlanta City Design Plan shows broad overviews of the city and how development should be directed and Atlanta City Studio sees this plan as a way forward for the city.

Connectivity is key in the Lindbergh area. There are many barriers to connection currently, and with a redesign and redevelopment plans, there should be a focus on connecting these areas, such as Armour Yard and the areas east and west of Piedmont Road. Even with increase in transit in the Lindbergh area, transit can only be effective if people are able to access it. The redesign of the Piedmont Road Bridge should provide a connection to nature so that drivers and pedestrians can engage with the creek in their commutes. The design of Piedmont Road should be adjusted to resemble Peachtree Street in Midtown, which has a slower driving speed with less lanes and more connections to the surrounding buildings and pedestrians. Density should be increased in the Lindbergh area, and the area should strive for design that's more familiar in larger and denser cities. The Lindbergh area presents prime opportunities for connecting people to amenities, like restaurants, bars, parks, plazas, shopping, entertainment, and office space.

2.2.4 MARTA

Robin Boyd, Director of Real Estate

Robin Boyd is the Director of Real Estate at MARTA. She provided information about the MARTA security complex, the Lindbergh Center MARTA Station, and the BeltLine and Clifton Corridor rail.

MARTA is considering relocating the security complex to elsewhere; if this is done, the site can possibly be redeveloped for other uses via a ground lease (i.e. MARTA still owns the site, but leases it to a developer for a period of time).

The Lindbergh Center MARTA Station is the terminus for multiple bus systems. There should be more transit-oriented developments (TOD) surrounding light rail stations; we need to think more about acquisitions along railways or nodes that can attract / increase ridership.

MARTA will help manage the Beltline rail once it is constructed. For the Clifton Corridor, the current plan is that the last stop before the Lindbergh area will be located at Cheshire Bridge; however, this may be reconsidered. In terms of design considerations, when light rail is operating adjacent to traffic at grade, there should be some form of stop control so that the train has right of way at all intersections. Light rail stations would ideally be 'walkup' stations which are smaller and more accessible from the street (examples of precedents being in Denver and Dallas).

2.2.5 Georgia Department of Transportation

Justin Hatch, Charles Robin & Dan Golder

Georgia DOT clarified the following issues during this stakeholder interview:

As Piedmont Road becomes a conduit for more urban and dense development, traffic will have to go slower as a result. Any proposed changes to the transportation network would have to be run by stakeholders including the City of Atlanta to decide if that is what people want.

Users want more throughput in the Armour-Ottley industrial area due to traffic congestion. We would need to look at the current Level of Service (LOS) as a performance indicator.

There are many ramps from and to the Buford Spring Connector located under I-85; it's a major challenge to add pedestrian connectivity in this area because of safety issues and also because this is a limited access area. There is no reasonable way for drivers to expect pedestrians to be using this area.

Any proposals to add sidewalks or widen the Piedmont bridge over Peachtree Creek would have to realistically consider loading capacity

2.2.6 Passion City Church
Jake Jelinek, Director of Operations

Jake Jelinek, the Director of Operations at Passion City Church, shared his perspective on the development in the Lindbergh area and the potential development on the church's land. The church owns about 17 acres, but only six of those acres are buildable with the remaining being in floodplain. Jelinek described the mission of the church as bringing a light to the Lindbergh area from a spiritual perspective and to help it become a gathering place.

The leader of the church, Louie Giglio, is excited to collaborate with new transit and trails that would pass near and through the Passion City property. However, there are a few aspects of the property which need to be preserved and respected. These are, first, the Passion City Church building itself, which is not on the table to redevelop. Next, there is a need to maintain the loading docks at the back of the property, nearest to the creek, because of their consistent use for large events. Lastly, the existing parking capacity needs to be mostly maintained. Currently, there are about 625 parking spaces and 1,800 to 2,000 people attend the Sunday morning services, so overflow parking goes to the Rollins property (south of Passion) and the AT&T parking deck (north of Passion). Some of the desired outcomes of the Lindbergh area redevelopment are: a need for maintaining existing parking capacity, increased connectivity through street connections, potentially onto Lindbergh Drive or Piedmont Road, and better pedestrian flow and walkability.

2.2.7 Peachtree Creek Greenway
Betsy Eggers, Founder & Board Director

Betsy Eggers is the founder and board director of Peachtree Creek Greenway, Inc., a non-profit organization formed in 2013. The Peachtree Creek Greenway is a 14ft wide, multi-use, hardscape trail equipped with lighting and benches. The trail, under construction as of November 2019, is planned to travel adjacent to the north fork of Peachtree Creek from Briarwood Road, terminating behind Green's Liquor Store on Buford Highway before Lenox Road. At the time of this study, another trail system is also underway. The Cheshire Farm Trail, an initiative of the South Fork Conservancy, runs along the north fork of Peachtree Creek between Cheshire Bridge Road and Lindbergh Drive. In our stakeholder meeting, Eggers expressed interest in a connection between the Peachtree Creek Greenway and the Cheshire Farm Trail. It was conveyed in our meeting that the ideal trail connection would match the 14ft wide, multi-use, hardscape design of Peachtree Creek Greenway, PATH 400 and the BeltLine, providing fluid connectivity for all modes of moveability on the trail.

2.2.8 PATH 400/Liveable Buckhead
Denise Starling, Executive Director

Denise Starling called this area in between Midtown and Buckhead the "Angel Hair Junction", a clever nod to the planned convergence of numerous multi-use trails. She emphasized that this area should have more park space. Her vision for the area is to have more park acreage weaved together by the existing and planned paths: PATH 400, the Confluence Bridge, South Fork Trail, and the BeltLine. A particularly important trail connection is from PATH 400 to the BeltLine, near Adina Drive on the North side of the creek *(continued on next page)*.

As the PATH 400 website says, " PATH 400 is the first step toward implementation of the Buckhead Collection, a planned network of 106 acres of parks and trails in the neighborhood. Livable Buckhead is spearheading the PATH 400 project in partnership with the Buckhead Community Improvement District (Buckhead CID) and the PATH Foundation." Another idea of Denise's was to put parks and recreational spaces underneath bridge overpasses, which would make an interesting dichotomy of being outdoors and covered, almost like an indoor setting. Having these spaces would also bring eyes to the area, which would deter the littering and urban camping that currently exist under the overpasses.

2.2.9 Rollins, Inc.
Eddie Northen, CFO

Eddie Northen provided a short history of the Rollins/Orkin historic building and the family's outlook on the property. The historic building was built in 1960, when the surrounding area was much less dense. They support the densification of Lindbergh, and care that the community becomes stronger. The campus itself is very important to the company, and they don't expect to change it too much-- with the exception of the floodplain area. The lower portion of the northern building is not used at all due to flooding, and they'd be open to allowing a trail through that floodplain area of the campus. Northen noted that they often get offers to buy the southwestern portion of the property, but the family is not interested in selling. They'd rather preserve the option to grow the business into that area.

Rollins does not view connectivity as an issue for their employees. They feel that the one stoplight at the entrance and exit works well. When 85 was closed they provided a MARTA shuttle, but the demand wasn't great enough once the bridge was repaired, especially since employees work at different hours (the usage went from 70 employees to 6). He said that they'd be willing to subsidize it in the future if the demand was there. There is a slight interest in corridors or trails, to provide active engagement for employees. They'd enjoy outdoor lunch or greenspace areas if there was shade provided, since there are no shaded areas right now. Most of the current employees are older though, who are less likely to use these amenities.

2.2.10 South Fork Conservancy
Sally Sears, Founding Board Member

Sally Sears is a Founding Board Member of the South Fork Conservancy, and currently serves as the board's Development Chair. The South Fork Conservancy describes the south fork of Peachtree Creek as a hidden treasure. Their vision is to connect people with their communities and nature by raising awareness of the creek and building trails to highlight its presence. South Fork Conservancy trails include the Meadow Loop Trail, the Confluence Trail, the Cheshire Farm Trail, and more. Their overall plan includes 31 miles of trail along the South Fork of Peachtree Creek, phase one of their plan being a stretch from Buckhead to Emory which includes our study area in Lindbergh. In our stakeholder meeting with Sears, she expressed the need for creek restoration and cleanup. Sears offered the idea to place rain gardens in the area surrounding the creek to improve water quality. One of the key takeaways from our meeting with Sears was the concept of looking at the creek as not only a water feature, but to view it as a wildlife corridor. This idea prompted us to think about how we can enhance the lives of native species throughout this process.

3 MASTER PLAN OVERVIEW

PLAN GOALS

This planning process resulted in multiple recommendations that form the backbone of this plan. These big ideas are summarized here and further detailed in the remainder of this document

Connect people to nature

Our vision for the Lindbergh area starts with the transformation of Peachtree Creek. We believe the creek has the potential to become the centerpiece of Atlanta's ecology framework. Peachtree Creek will provide a much-needed identity for the neighborhood and will reinforce Atlanta's reputation as the "city in a forest". While the creek is the lifeblood of the neighborhood's ecology, many Atlantans are unaware of its existence. Our plan is to restore the area and create a green space that can be accessed and shared by all members of the community to connect people with nature, and more importantly, connect people with each other.

Promote equitable transportation

Lindbergh is a confluence of trails, transit, and nature. This master plan provides a foundation for an equitable transportation network that promotes mobility by supporting and connecting all modes of transportation. The area will be the future confluence of walking trails; The BeltLine, PATH400, Southfork Conservancy trails, and Peachtree Creek Greenway, transit systems; MARTA, Clifton Corridor, and BeltLine Rail, and nature; Peachtree Creek, North Fork, and South Fork. This plan evaluated existing systems and future plans to identify gaps and create harmonious transitions between all transportation modes to create one cohesive network.

Preserve affordability

One of the consistent comments we heard from stakeholders was that the Lindbergh area should remain an affordable, in-town neighborhood for current and future residents. Our master plan emphasizes the preservation and creation of affordable housing within the study area.

Establish a Lindbergh District Identity

Lindbergh is situated between some of Atlanta's most established neighborhoods including Buckhead, Midtown, and Peachtree Hills. Our team wishes to create a sense of place that better defines Lindbergh, one that celebrates the crossroads between nature and the urban environment.

BIG IDEAS

THE CONFLUENCE

#1 Peachtree Creek Park

#2 Peachtree Creek Restoration

#3 Lindbergh South Station

#4 BeltLine Spur Trail: The Lindbergh Connector

#5 Peachtree Creek Bridge & Access Road

#6 MARTA Secturity Annex & Tuscany Apartments

#7 Passion City Church Development

#8 Rollins Corporate Campus & Headquarters

TRANSPORTATION FRAMEWORK

#9 Piedmont Road Improvements

#10 Piedmont-Garson Intersection

#11 Trail Network & Connectivity

#12 PATH 400 Connectivity

#13 I-85 / South Fork Underpass

#14 Peachtree Creek Greenway & Cheshire Farm Trail

#15 Buford Highway BRT

#16 Rethinking the Lindbergh Couplet

ANCILLARY DEVELOPMENT

#17 The Dump

#18 MARTA Yard Cap

#19 Armour-Ottley Yard Street Reconfiguration

#20 Green Parking Decks

LINDBERGH DISTRICT PUBLIC REALM

PEACHTREE CREEK PARK

DESIGN OF THE PARK

Ecological restoration of Peachtree Creek is the central goal of this project, and establishing healthy natural landscapes around the creek can simultaneously protect the creek's health and welcome neighbors into needed greenspace. Steep slopes around the creek have held back builders from developing immediately on the banks, and floodplains reaching into neighboring properties create some currently unbuildable areas on the west side of Piedmont Road, leaving open space that is not currently maintained but could be. Specific recommendations for Big Idea #1 include:

- Utilize the floodplain areas around the creek west of Piedmont Road to create a new signature public park.
- Extend the signature park to the east side of Piedmont Road to connect with the creek-side park proposed in Atlanta City Design for the area east of Piedmont Road.
- Design the park to include options for active and passive recreation, including an adult fitness zone, a playground, soft trails on the south side of the creek and paved, ADA-compliant trails on the north, benches, an amphitheater that makes use of land with an especially steep grade for community gatherings while also improving the area's capacity to handle flash flooding after storms, and urban meadows that can provide rare habitat for all kinds of pollinators.
- Design the park to preserve most if not all of the existing trees, while freeing them from their dense cover of invasive privet, kudzu, and multiflora rose.
- Design the park to include constructed wetlands to catch stormwater runoff from the impervious, developed areas uphill, helping it infiltrate the soil and slowing its flow before it reaches Peachtree Creek.
- Making natural processes visible is a crucial piece of urban environmental design, and this park provides an opportunity to educate neighbors about both the beauty and the value of the creek. As the park welcomes visitors and regular users, it can also inspire advocacy and strengthen community values around environmental protection.

Park designed for the east side of the Piedmont-Garson intersection. Image from Perez Planning.

Representative riverbank erosion. Image from Ivy Main.

PEACHTREE CREEK RESTORATION

RECOMMENDATIONS

Implementing this plan will require a professional restoration contractor to analyze the creek hydrology and engineer the appropriate bank stabilization, as well as caring for the landscape around the creek. The restoration strategy will depend immensely on the ecosystems surrounding the creek, how they control flows into the creek, and the shelter and forage they provide for animal communities that also play important roles in the creek's health.

- Add bank stabilization measures as needed, such as incorporating rip-rap or making use of existing boulders to limit erosion, and add landscape elements like dry creek structures on the hillside that can slow runoff.
- In tandem with Peachtree Creek Park designers and landscape architects, install constructed wetlands and rain gardens to create land that can act as a sponge around the creek, improving its resilience to changing climate conditions.
- Protect and preserve as many of the existing mature trees as possible.
- Remove invasive species by mechanical means to avoid introducing additional pesticides to the watershed.
- Plant a new understory of native sedges, grasses, shrubs, and wildflowers to compete with invasive species, and new trees as the park design allows. Some suitable species of understory plants and trees for planting or live staking as part of the restoration may include: several species of willow, smooth alder, silky dogwood, black walnut, river oats, butterfly weed, wild ageratum, goldenrod, big bluestem, American beautyberry, river birch, hackberry, and more.

Part of the plan for increasing connectivity between new developments on Garson Drive, the Rollins headquarters, and Piedmont Road is adding a new road along the south side of Peachtree Creek, at the edge of Peachtree Creek Park.

- To reduce impacts on the creek, place the new as far back from the banks as possible, disturbing no ground that is not already paved.
- Establish a significant buffer of vegetation between the road and creek to limit siltation, uptake excess nutrients through plant roots, and preserve some of the natural beauty of the waterway. Plant or maintain a dense stand of hardwood trees between the road and creek, and establishing a multi-trophic community of native riparian species as understory throughout the rest of the buffer zone.
- Build a trail on this bank following South Fork Conservancy's soft trails specifications, aimed at "laying lightly on the land" and causing minimal impact to the surrounding vegetation, with the path surface falling a little below grade so it will not crown under flood conditions.

BIG IDEA #1

PEACHTREE CREEK PARK

LINDBERGH SOUTH STATION

OVERVIEW

Lindbergh South Station is a proposed multimodal station that will service the future BeltLine and Clifton light rail lines. Located on Garson just south of Lindbergh Drive NE, the station will connect to the Lindbergh Center MARTA Station via a proposed BeltLine spur trail. Figure 01 shows the proposed station location along with the BeltLine and Clifton light rail alignments. The proposed alignment of the BeltLine and Clifton light rail, shown in green and blue respectively, is located directly over MARTA's existing red/gold heavy rail line. The chosen alignment will minimize impact to Peachtree Creek and will contain new infrastructure within the existing rail envelope. Figure 02 shows a typical section of the Clifton and BeltLine rail stacked over MARTA.

Initial reception from key stakeholders such as MARTA and Passion City Church was generally positive in regard to both the location for the Lindbergh South Station and the concept of stacked light rail over MARTA's existing heavy rail. Further analyses need to be performed to evaluate the environmental impact of the rail as it crosses over Peachtree Creek as well as the structural feasibility of the stacked rail alignment.

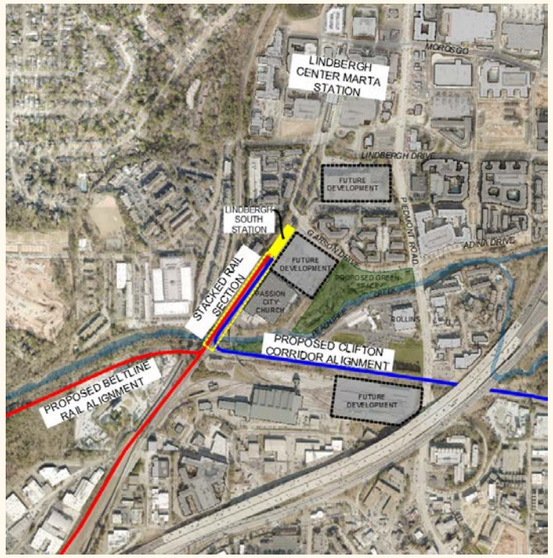


FIGURE 01. Map showing alignment of trains coming in and inset map of station location with dimensions

"A true TOD is characterized by its design, location, mix of uses, surroundings, and building density as much as by the type of transit with which it is connected. Based on Peter Calthorpe's definition of TOD types, the Lindbergh Station can be identified as an Urban/Neighborhood Center due to its high frequency of trains, the medium density of residential development around it, and its currently existing extensive bus feeder network."

- Lindbergh TSADS 2001

LINDBERGH SOUTH STATION

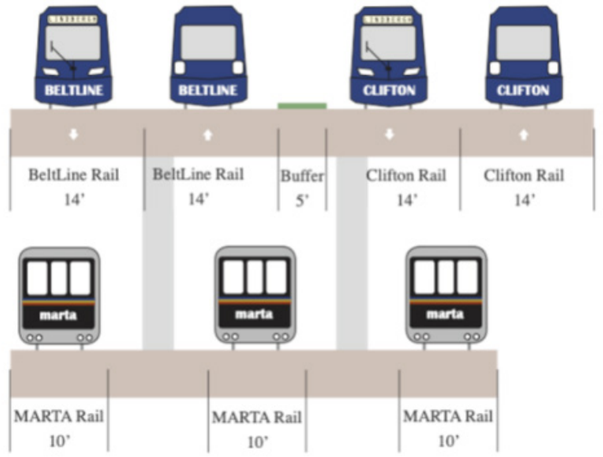


FIGURE 02. Stacked rail typical section. MARTA rail varies from two to three tracks in some locations. BeltLine and Clifton Rail envelopes are each 28.0' wide and are separated with a 5.0' buffer. Light rail envelope dimensions retrieved from preliminary BeltLine Rail plans.

RECOMMENDATIONS

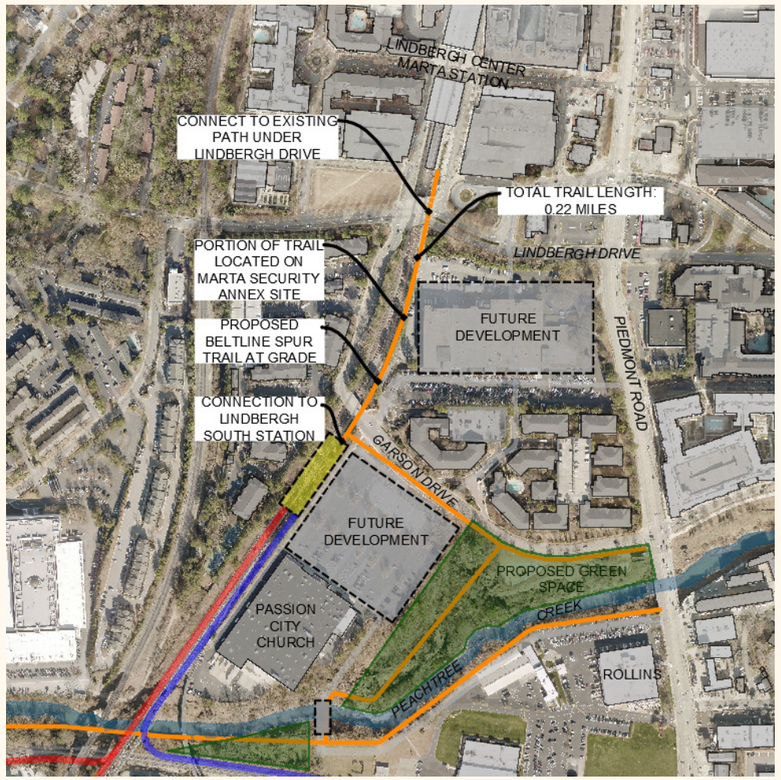
- Minimize transfer time and distance: Approximately a 7-minute walk from station to station. Total distance is ¼ miles. Train schedules will be coordinated to provide minimum waiting time at stations.
- Provide a direct, convenient connection. The proposed alignment follows the shortest possible path between stations. The spur trail will also feature two crucial connections to the surrounding trail network; The BeltLine main trail network and PATH 400. The spur trail will be 14.0' wide and constructed to typical BeltLine and PATH 400 standards for the majority of its alignment.
- Construct an aesthetically pleasing walkway at the pedestrian scale. The path may be partially covered to provide weather protection, well-lit, and will include public art that provides identity and placemaking in Lindbergh area.
- Prioritize security and safety. The path will be well-lit at all times. Making the path public rather than enclosed is intended to enhance safety for those making transfers. Creating a dedicated multi-use path reduces interface between slower modes (pedestrians, cyclists) and vehicles.

BELTLINE SPUR TRAIL

THE LINDBERGH CONNECTOR

OVERVIEW

The proposed BeltLine spur trail will serve as a crucial link between proposed and existing transit stations in the Lindbergh area and will also connect the main BeltLine trail network to Peachtree Creek Park and PATH 400. The trail will be a multi-use trail and constructed to existing BeltLine Avenue / Residential typology (see: BeltLine SubArea 7 Master Plan). Special consideration for several principles including minimized transfer time, convenience, comfort, and safety were taken into account when selecting the preferred alignment of the spur trail.



Map of route from Lindbergh MARTA Station to multimodal station and the BeltLine Trail.

BIG IDEA #4

BELTLINE SPUR TRAIL

THE LINDBERGH CONNECTOR

RECOMMENDATIONS

- Minimize transfer time and distance: Approximately a 7-minute walk from station to station. Total distance is ¼ miles. Train schedules will be coordinated to provide minimum waiting time at stations.
- Provide a direct, convenient connection. The proposed alignment follows the shortest possible path between stations. The spur trail will also feature two crucial connections to the surrounding trail network; The BeltLine main trail network and PATH 400. The spur trail will be 14.0' wide and constructed to typical BeltLine and PATH 400 standards for the majority of its alignment.
- Construct an aesthetically pleasing walkway at the pedestrian scale. The path may be partially covered to provide weather protection, well-lit, and will include public art that provides identity and placemaking in Lindbergh area.
- Prioritize security and safety. The path will be well-lit at all times. Making the path public rather than enclosed is intended to enhance safety for those making transfers. Creating a dedicated multi-use path reduces interface between slower modes (pedestrians, cyclists) and vehicles.

Example of potential path for spur trail.
Image from Corona, CA outdoor shopping.

Example of development and path with transit.
Image from Capitol Hill Station Redevelopment.

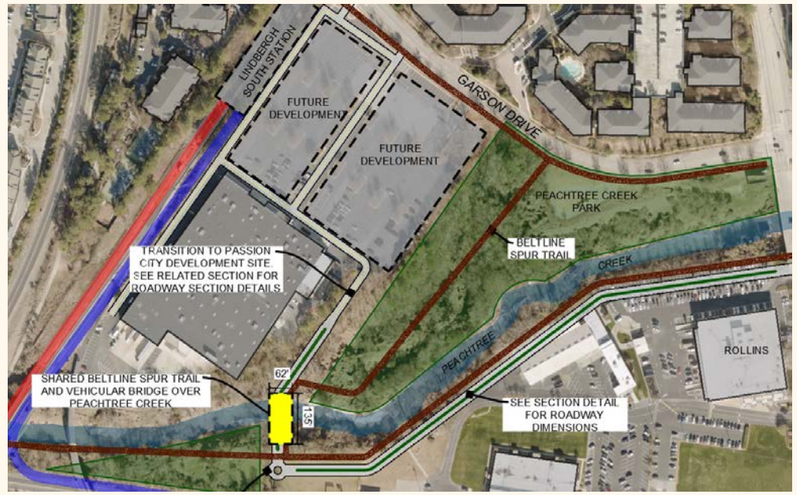
BIG IDEA #4

PEACHTREE CREEK BRIDGE & ACCESS DRIVE

OVERVIEW

The proposed Peachtree Creek Bridge and Drive provide additional access and circulation for pedestrians, cyclists, and vehicles wishing to visit Peachtree Creek Park and the new development at Passion City Church. The diagram below shows the alignment of the new roadway and highlights key features, including the shared pedestrian/cyclist/vehicular bridge over the creek, the park dropoff on the south side of the creek, and the integration of the new roadway to the existing network at Garson Drive and Piedmont Road.

Specific recommendations for the Peachtree Creek Bridge and Access Drive are outlined on the next page.



Proposed layout of Peachtree Creek Bridge and Peachtree Creek Access Drive. The drive connects the north and south sides of Peachtree Creek, provides a new connection to Passion City Church, and serves as a flood mitigation tool on the south side of the creek.

PEACHTREE CREEK BRIDGE & ACCESS DRIVE

RECOMMENDATIONS

- Connect the north and south banks of Peachtree Creek. This is accomplished the shared pedestrian, cyclist, and vehicular bridge. The bridge will accommodate the BeltLine Spur trail and one lane of vehicular traffic in each direction. On the side opposite the BeltLine Spur trail, a standard 8.0' sidewalk will be constructed.
- Provide additional vehicular connection and create additional on-site circulation at Passion City Church and area future development. Garson Drive is currently operating at capacity during peak hours and new development will exacerbate the issue. Providing a new connection will better manage demand to and from the site.
- Activate surrounding green space (future Peachtree Creek Park) through increased pedestrian and cyclist circulation on both sides of Peachtree Creek. This includes providing an ADA-compliant dropoff on the south side of the park near the proposed bridge that will allow for safe and convenient loading and unloading at the park's edges.
- Transform section of Piedmont adjacent to site from conventional arterial to an urban roadway. The addition of an intersection along Piedmont reduces spacing between traffic signals.
- Reclaim floodplain area along the south side of Peachtree Creek on Rollins property. The area is in the 100-year floodplain and is occupied by a flood-damaged building. The roadway serves as an opportunity to raise the surrounding grade so that the area is better protected from flooding and will help Rollins reclaim a large portion of their property as well as provides new opportunities for stormwater management along the creek's edges.

Example of bridge.
Image from Medula Producciones.

Example of drop-off and turnaround.
Image from American Society of Landscape Architects.

BIG IDEA #5

MARTA SECURITY ANNEX & TUSCANY APARTMENTS

SECURITY ANNEX

The strategic location of the MARTA Security Annex presents a unique redevelopment opportunity. Access to the Beltline spur, direct access to MARTA transit, and proximity to the new Peachtree Creek Park will make this a highly desirable residential option. Topography presents a challenge in the western portion of the site and at the edge of Piedmont Road. Necessary infrastructure and grade improvements, including the new thru streets, may be funded through the BeltLine Tax Allocation District.

Redevelopment Objectives:

- Increase density with mixed-use multifamily development. The zoning and density of the surrounding Lindbergh area justifies a 90 dwelling unit/acre, 5-7 story wood-frame development, for a potential total of 600+ residential units.

- Integrate income-restricted affordable units with a standalone Low Income Housing Tax Credit development with shared parking with market rate development. Housing Opportunity bonds, Beltline Affordable Housing Trust Fund, HOME Investment funds or other public-private partnerships are other possible financing layers. A senior housing option would further reduce parking requirements.

- Improve pedestrian streetscape via Beltline spur and Lindbergh Station access. Ground level units, retail, and streetscape improvements will prevent isolated conditions and safety issues on the MARTA pedestrian walkway.

- Improve street connectivity and integrate the site into the broader Lindbergh area. Add new north-south street connection along Beltline spur/MARTA walkway, north-south street bisecting the Annex site, and extend Fountainbleau Lane across Piedmont Rd. on the southern edge. Podium parking is the preferred option on the western development, while a wrapped deck is preferred on the flatter eastern side. Developers should minimize onsite parking with direct access to MARTA.

BIG IDEA #6

MARTA SECURITY ANNEX & TUSCANY APARTMENTS

ALTERNATIVES

Based on existing supply in Lindbergh, recent apartment land sales, and land value of approximately $30,000 per unit, residential mixed-use redevelopment yields the highest economic value for the MARTA Security Annex parcel. However, a phased redevelopment and adaptive reuse of portions of the Annex building are possible. Eastern portions of the building can be repurposed into creative office space and retail in the style of Armour Yards, Studioplex (see Figure 03).

FIGURE 03.

TUSCANY APARTMENTS

Tuscany at Lindbergh Apartments is located at 600 Garson Drive NE and is nestled between Passion City Church to the south and MARTA Security Annex to the north. The complex, built in 2001, has 324 units and ten buildings with four floors each with two connected parking decks. There is one main entrance and exit onto Garson, and another smaller access road that connects to the MARTA Annex's entrance and exit, further west on Garson.

- Connect extended Fountainbleau Ln. to Garson Dr. through the Tuscany Apartment Complex. The existing private road through the complex allows prime opportunity for connection from Garson Drive to Lindbergh Drive through its property without major disruption of the existing units. New connectivity would also allow increased access for consumers and residents to new developments at the MARTA Security Annex and Passion City Church.

BIG IDEA #7

PASSION CITY CHURCH

OVERVIEW OF REDEVELOPMENT

We know that Passion City Church wants to stay here and continue to thrive in the Lindbergh Area, and we see the church becoming a confluence point for many of the redevelopment plans in our focus area. The redevelopment of the Passion City Church property intends to preserve the presence of the institution while activating the developable land, as we recognize that the development in the Lindbergh area has often sprawled instead of encouraging density.

- Increase connectivity through new thru-ways and changes to the street grid while retaining access to Passion's existing infrastructure.
- Transform the paved parking lot to a mixed-use development with parking decks to maintain some of the existing parking capacity, including office space, residential, floor-level retail and restaurants, condo space, and hotel space.
- Strides should be made to include workforce housing or affordable housing measures to keep the Lindbergh area an affordable and desirable area of the city.
- Create a cohesive and welcoming urban design with pedestrian scale developments, shade trees and awnings from buildings, street furniture, and wide sidewalks for people to pass easily by each other.
- Increase greenspace and public space with public right of way along streetfront, a plaza to allow restaurant outdoors eating space, a dog park or greenspace that can be mixed with commercial or bar/restaurant usage.

PROPOSED REDEVELOPMENT

BIG IDEA #8

ROLLINS CORPORATE CAMPUS & HEADQUARTERS

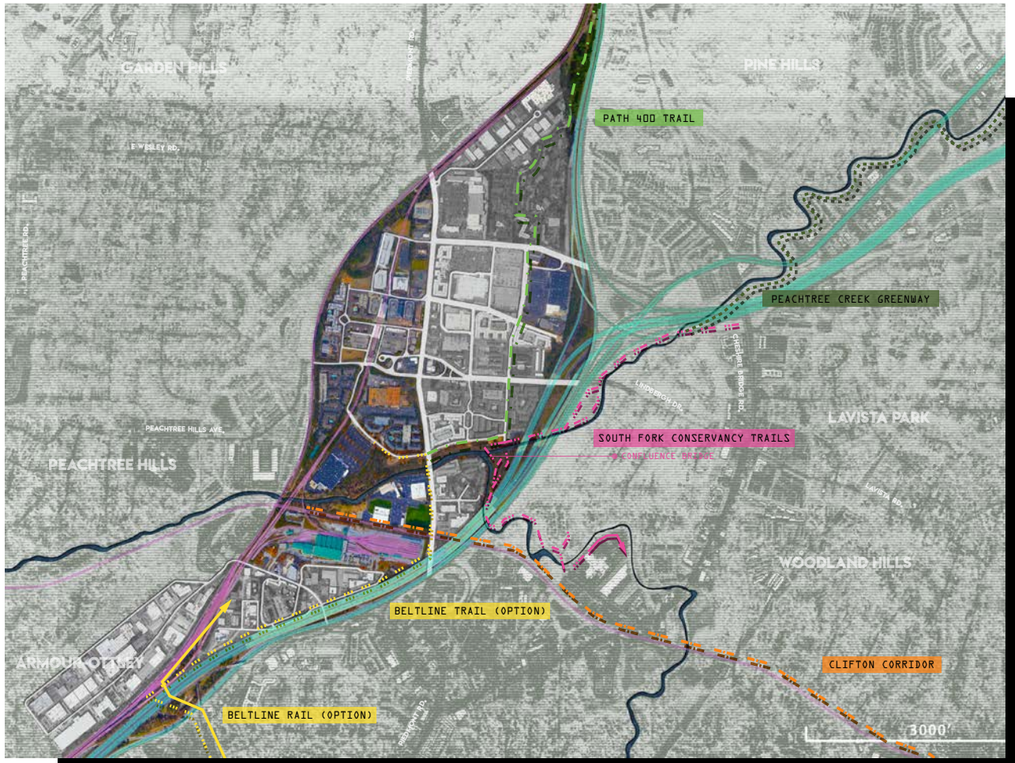
A CORPORATE CAMPUS

The Rollins headquarters is centrally located and an important landmark in Lindbergh's history. We knew that the existing private greenspace was important to the company, and wanted to work with their existing assets to propose a corporate campus. This would integrate the property into the surrounding environment, benefitting current employees and attracting new talent. It would blend Lindbergh's densifying urban setting with opportunities for active engagement in the creek's environment. Almost 9 acres of this property is in the 100-year floodplain and is undevelopable for buildings, so utilizing the edge of it for connectivity purposes would help provide a flooding buffer. Prioritizing the Rollins culture through the preservation of their historic building and the creation of the corporate campus would reaffirm the property as an important headquarters in Atlanta.

- Add a two lane street along the back of the property that opens up on to Piedmont. This street would be bookended by a soft trail on the creek side and sidewalk on the other. The whole section would be no more than 50 feet wide. The western portion of the road connects across the creek, along the side of Passion and up to Garson.
- Build a new parking deck that is surrounded by greenspace, walking paths and places to sit. We were inspired by an office space in India, which uses what would otherwise be the ground floor to provide a shaded, calm environment for their employees. Flexible ground covering could provide the flooding buffer. See appendix for images illustrating this concept.

5 TRANSPORTATION FRAMEWORK

The transportation framework highlights key connections and improvements that will facilitate the movement of pedestrians, cyclists, and vehicles to and from the core area. Stakeholder input and existing plans were analyzed at a network level to evaluate existing circulation and identify gaps in the system. The ideas outlined in this section lay the groundwork for a comprehensive transportation network that aims to accommodate future development and create an equitable system that incorporates all modes of transportation.



PIEDMONT ROAD IMPROVEMENTS

PIEDMONT ROAD RECONFIGURATION & VIEWING AREA

The existing configuration of Piedmont Road consists of 6 traffic lanes which are approximately 10' wide each. A 7.0' wide median sits in the center of Piedmont Road, with 3 traffic lanes on either side to accommodate traffic flows in either direction (Figure 04). However, the innermost lanes on either side of the median are frequently used by vehicles to queue up before turning.

- Reconfigure Piedmont Road to consist of 5 traffic lanes, with the center lane being a bi-directional 12' turn lane shared by northbound and southbound vehicles (Figure 05).
- Widen the existing 6' sidewalk on the west side to 21', to allow for a multi-use path, streetscaping elements, and additional access and circulation for pedestrians and cyclists wishing to travel along Piedmont Road.
- Implement the proposed reconfiguration as far along Piedmont Road as possible, especially on the stretch of road between the MARTA Yard Cap site (south of Peachtree Creek) and Main St which runs in front of Lindbergh Center MARTA Station, west of Piedmont Road. This will especially help those walking/cycling to and from destinations in the area south of Peachtree Creek (e.g. MARTA Yard Cap site) and in the area north of Peachtree Creek (e.g. Lindbergh Center MARTA Station, or PATH400 / BeltLine trails).
- Build a viewing area on the west side of Piedmont Road overlooking Peachtree Creek (i.e. Piedmont Bridge), to offer a scenic view of the creek for pedestrians and cyclists.

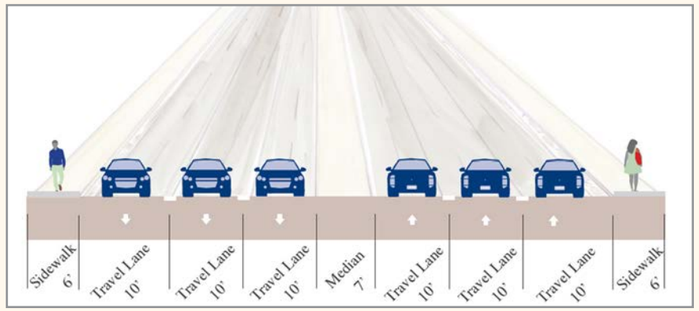


FIGURE 04. Existing street section of Piedmont Road

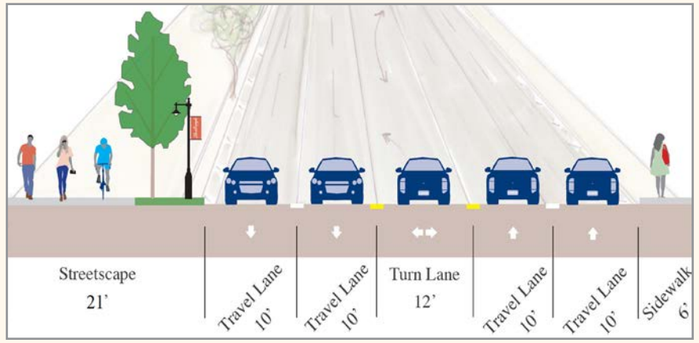


FIGURE 05. Proposed street section of Piedmont Road

PIEDMONT-GARSON INTERSECTION

OVERVIEW OF REDEVELOPMENT

An aerial view of the current intersection of Piedmont Road and Garson Dr / Adina Dr is shown in Figure XX below. At present, Path 400 is to the east of Piedmont Road (i.e. Adina Dr). As noted earlier, the proposed Beltline trail is expected to be on the west of Piedmont Road (i..e Garson Dr), which would serve as a link for pedestrians traveling along Garson Dr to/ from the Lindbergh South Station. The proposed reconfiguration of Piedmont Road would expand pedestrian/cyclist access and circulation in the area as well. With all these trails and pedestrian links meeting at the Piedmont-Garson intersection, it is highly likely that the Piedmont-Garson intersection will become a major crossing / connection point for pedestrians and cyclists who are going back and forth.

Existing intersection at Garson Dr. and PIedmont Rd. Image from Google Maps.

FIGURE 06. A rendered example of a protected intersection. Image from Walkable City Rules.

- Redesign the Piedmont-Garson intersection in the style of a 'protected intersection' (see Figure 06 for concept examples). This will increase pedestrian/cyclist safety and reduce the likelihood of pedestrian/cyclist-vehicle conflicts. Examples of protected intersections can be found in cities such as Davis, CA; Boston, MA; Austin, TX; and Salt Lake City, UT (see Figure 07). Further design examples can be found at NACTO's website and Alta Planning + Design's website.

- Include safety features in the redesigned Piedmont-Garson intersection such as painted and protected bicycle lanes, curb extensions (bulb-outs) to slow down motor vehicle turning movements, bike-friendly signal timing (to give cyclists/pedestrians a head start before motor vehicles), etc.

FIGURE 07. An example of a protected intersection in Salt Lake City, Utah. Image from Alta Planning + Design.

TRAIL NETWORK & CONNECTIVITY

DESIGNING CONNECTIONS

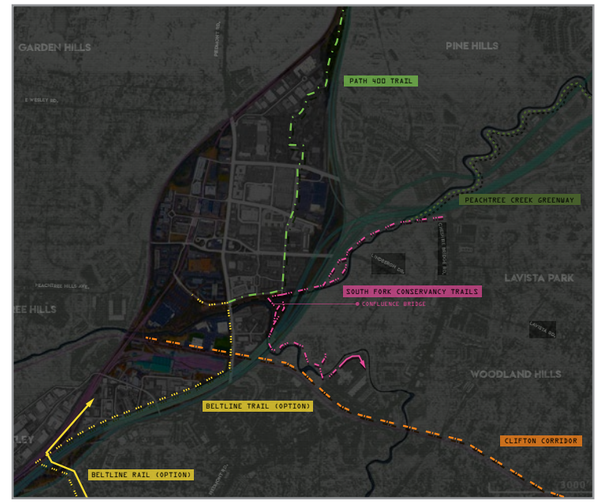
A key factor of this plan is that many city- and region-wide trails will converge in this area. Many of the existing trail plans for future routes through Lindbergh are compatible. What's missing is connections to link each of these plans together. This diagram highlights those future trails, and a way in which they can share this space together. The images below show our proposed network connections.

RECOMMENDATIONS

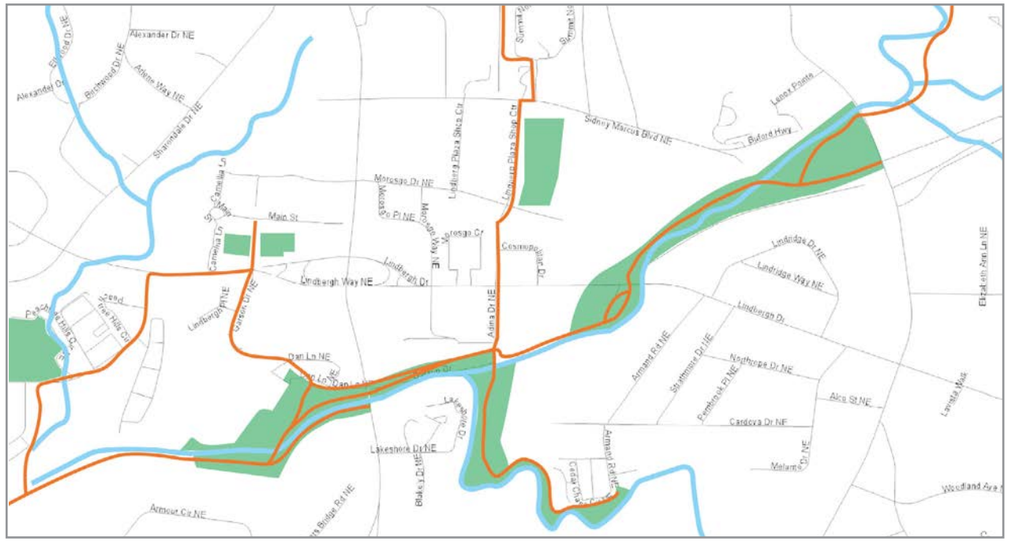
- Coordinate among different trail groups to ensure trail connectivity.

- Determine the need for paved versus un-paved trail segments.

- Plan trail routes and construct trails with a future vision for the area in mind.



Overview of multi-use trails in the Lindbergh neighborhood.



Orange lines indicate a network of trails connectivity, including PATH 400, Peachtree Creek Greenway, and South Fork Conservancy trails.

PATH400 CONNECTIVITY

CONNECTING TRAILS

Contributing to the greater park-trail network, PATH400 will be connected to the proposed BeltLine Trail under the Piedmont Road bridge at the Piedmont Road Garson Drive intersection.

- Construct the path 700 ft back along the PATH400 trail adjacent to Adina with a 5% grade, making this path ADA compliant without switchbacks.
- Pave the trail will continue along Peachtree Creek until it converges with the proposed BeltLine Trail at the north side of this plan's Peachtree Creek Bridge near Passion City Church.

Right: Example of a connection path between two trails.

Below: Aerial view of PATH 400 Connection between trails.

I-85/SOUTH FORK UNDERPASS

RECREATIONAL USE

We propose a skatepark on the South Fork trail where it passes under I-85. This would generate foot traffic on the South Fork trail and is a good use of space for the area given its conditions. The vast, mostly flat area already has white noise with the highway overhead, so passive recreation here would not be suitable. There is demonstrated support for this project-- in 2017, extreme sport riders snuck in and built a skatepark, but it was demolished for not having official approval. Importantly, this exciting new skatepark would require GDOT approval.

- Evaluate site conditions for safety and feasibility
- Active the underpass by constructing a skate park or alternative public amenity

Left: Current underpass conditions. Image from Jacob Whitacre.

Below: Example of skatepark under road underpass.

PEACHTREE CREEK GREENWAY & CHESHIRE FARM TRAIL

CONNECTING THESE TRAILS

Two existing trails in our study area are the Peachtree Creek Greenway and the Cheshire Farm Trail. The Peachtree Creek Greenway is a 14 feet wide, multi-use, hardscape trail equipped with lighting and benches. The trail, under construction as of November 2019, is planned to travel adjacent to the north fork of Peachtree Creek from Briarwood Road, terminating behind Green's Liquor Store before the creek passes underneath Buford Highway. The Cheshire Farm Trail runs along the north fork of Peachtree Creek between Lindbergh Drive and Cheshire Bridge Road. Part of Cheshire Farm Trail is paved, and some sections are gravel. A connection between the two trails is absent. We believe that in order to provide the most fluid connectivity for all modes of travel on the trails, the Cheshire Farm Trail should be paved and be a width of 14 feet wide as often as possible, as the Peachtree Creek Greenway and Cheshire Farm Trail will eventually meet the BeltLine and PATH 400 trails which are also paved and similar widths.

To form the connection between the Cheshire Farm Trail and Peachtree Creek Greenway, we propose the two trails run adjacent to the north fork of Peachtree Creek until they meet. Currently, the Cheshire Farm Trail ends at Cheshire Bridge Road and the Peachtree Creek Greenway ends behind Green's Liquor Store before the creek goes under Buford Highway. The proposed trail connection would follow adjacent to the creek, passing underneath the bridges of Buford Highway, Lenox Road, and I-85. During a site visit to the bridges on November 17, 2019, it was found that the bridge clearance is tall enough to accommodate multi use trail underneath. The land underneath the bridges will also accommodate the desired width of the trails.

PEACHTREE CREEK GREENWAY & CHESHIRE FARM TRAIL

EXISTING CONDITIONS

During the site visit to check the bridge clearance, we encountered a population of people living in the area under and around the bridges. To avoid invading their privacy, we turned around and did not continue under the bridge. Walking back, we met a woman named Tracy Thompson, founder and CEO of The Elizabeth Foundation. Tracy has been visiting the camps in this area for several years now, and has formed a trusting bond with each of the people living there. After telling her our purpose for being there, to check the bridge clearance for a proposed trail, she invited us to walk with her to the camps and we were able to meet some of its members.

Moving forward, we firmly believe a connection along the creek between the Cheshire Farm Trail and the Peachtree Creek Greenway should not be completed without first communicating with Tracy Thompson and The Elizabeth Foundation and developing a plan for the people living in this space including, for example, relocation assistance and job training.

Sally Sears walking along the Cheshire Farm Trail in the Lindbergh Area.
Image from South Fork Conservancy.

RECOMMENDATIONS

- Connect the Peachtree Greenway and the Cheshire Farm trails.
- Pave the Cheshire Farm trail and widen it to 14' whereever possible. Connecting trails should match surface design or transition adequately if necessary.
- Partner with Tracy Thompson and the Elizabeth Foundation to negotiate with the homeless populations along the trail and ensure provision of adequate resources and assistance.

BIG IDEA #14

BUFORD HIGHWAY BUS RAPID TRANSIT

OVERVIEW OF ROUTE

According to the DeKalb County Transit Master Plan, which was published July 2019, a dedicated Bus Rapid Transit (BRT) line on Buford Highway is being considered as a potential transit project. At present, MARTA Bus 39 which travels between Doraville MARTA Station and Lindbergh MARTA Station on Buford Highway is MARTA's most used line; the proposed BRT would increase capacity for this route. However, this proposal for BRT raises a further challenge: how should the Lindbergh area road network be redesigned to accommodate BRT, especially in terms of implementing dedicated BRT lanes to/from the Lindbergh MARTA Station?

The section below proposes a possible route for the BRT to travel as it approaches the Lindbergh area in the last leg of its southbound route (from Doraville MARTA Station to Lindbergh MARTA Station).
As per Figure 08, the BRT would travel the following route:

- From Buford Highway, turn west onto Sidney Marcus Boulevard
- From Sidney Marcus Boulevard, turn onto the side road that provides access to the parking lot of the current Dump Furniture Outlet ("The Dump"),
- From The Dump's side road, turn south onto Adina Dr,
- From Adina Dr, turn west onto Morosgo Dr,
- From Morosgo Dr, travel westwards until reaching the Lindbergh MARTA Station

To travel in the reverse direction after reaching Lindbergh MARTA Station (i.e. returning to Doraville MARTA Station), the BRT would loop around the Lindbergh Center Station Bus Loop, turn east onto Morosgo Dr, and continue going eastwards back to Buford Highway.

To accommodate the addition of BRT-only dedicated lanes in the Lindbergh area, existing roadways would have to be reconfigured along the planned route, especially on Sidney Marcus Boulevard, Adina Dr, and Morosgo Dr.

FIGURE 08. Proposed BRT route from Buford Highway to Lindbergh MARTA station.

BIG IDEA #15

BUFORD HIGHWAY BUS RAPID TRANSIT

SIDNEY MARCUS BOULEVARD

- Add two BRT lanes (each in either direction) to the section of Sidney Marcus Boulevard that begins off Buford Highway and runs westward until the side road that provides access to the parking lot of The Dump (see Figure 10).
- Keep both BRT lanes on the south side of Sidney Marcus Boulevard to make it easier for the BRT buses to turn onto or turn out from the side road at The Dump.
- Leave the existing roadway on Sidney Marcus Boulevard undisturbed to avoid reducing capacity (because there are only two existing travel lanes in either direction, which are heavily used by vehicular traffic and therefore unsuitable to accommodate BRT).
- Reshape the retaining wall on at specific section of Sidney Marcus Boulevard (directly under T. Harvey Mathis Pkwy) from an inward-sloping wall to a straight wall (see Figure 09). The retaining wall's current configuration makes it impossible to add BRT lanes there; pushing back the wall will provide space for this endeavor.

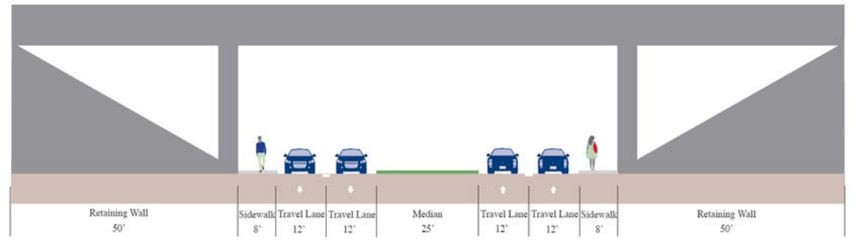


FIGURE 09. Sidney Marcus Boulevard existing section.

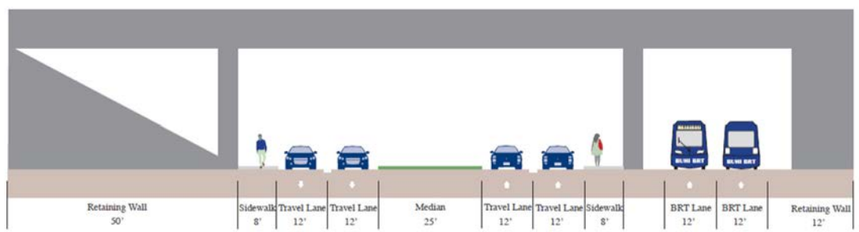


FIGURE 10. Sidney Marcus Boulevard proposed section.

BIG IDEA #15

BUFORD HIGHWAY BUS RAPID TRANSIT

ADINA DRIVE

Figure 11 shows the existing configuration of Adina Dr, in particular the section of Adina Dr between where it meets the side road that provides access to the parking lot of The Dump and where it intersects with Morosgo Dr further south.

RECOMMENDATIONS

- Convert the two 10'-wide travel lanes on the east of the center median to 12'-wide BRT lanes in both directions (see Figure 12). Use 4' of the streetscape along the east edge of Adina Dr to accommodate this expansion of the BRT lane widths.
- Change the remaining travel lanes on the west of the center median to bi-directional travel lanes to accommodate both northbound and southbound traffic, rather than being designated as southbound only.
- Have the sidewalk on Adina Dr serve as a connection between the currently separate segments of PATH400 (one to the immediate north of Sidney Marcus Boulevard, and one along Adina Dr directly south of the Adina Dr-Morosgo Dr intersection).

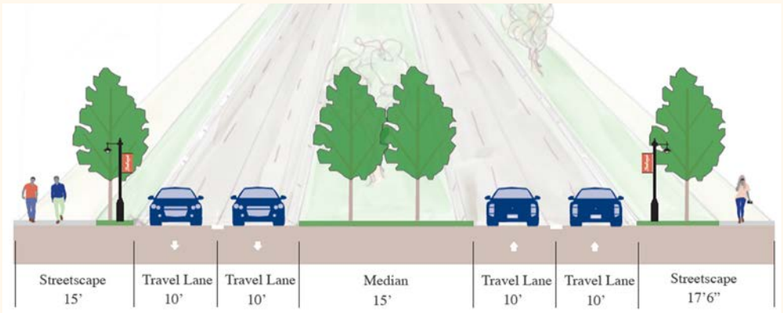


FIGURE 11. Adina Drive existing section.

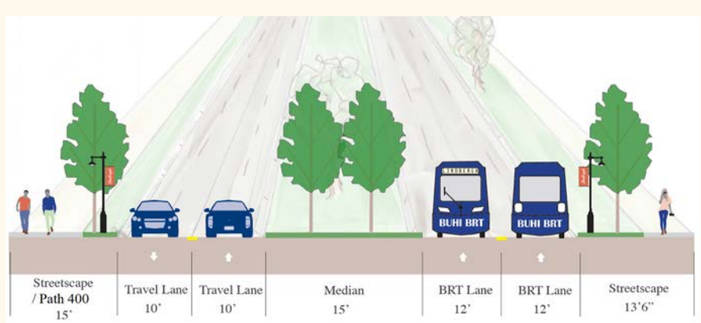


FIGURE 12. Adina Drive proposed section.

BUFORD HIGHWAY BUS RAPID TRANSIT

MOROSGO DRIVE

- Remove on-street parking from Morosgo Dr (see Figure 13).
- Replace the formerly separate 4'6" cycle tracks on both sides of Morosgo Dr with a bi-directional 13' cycle track on the north side of Morosgo Dr (see Figure 14).
- Maintain the two travel lanes in the center of Morosgo Dr to avoid reducing capacity for vehicular traffic.
- Implement a single, bi-directional BRT lane on the south side of Morosgo Dr rather than having two BRT lanes for each direction (due to space constraints). This reconfiguration envisions the bi-directional BRT lane being used by one BRT bus at a time only (e.g. to travel westwards along Morosgo Dr, reach Lindbergh Center MARTA Station, drop off its passenger load and pick up new passengers, loop around the Lindbergh Center Station Bus Loop, turn east back onto Morosgo Dr and head eastwards towards Buford Highway). This arrangement would be doable assuming that there is a lag time between one BRT bus and the next.

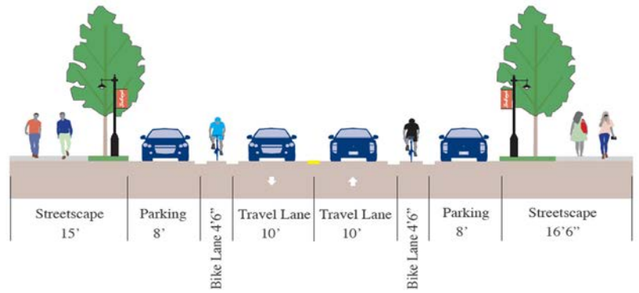


FIGURE 13. Morosgo Drive existing section.

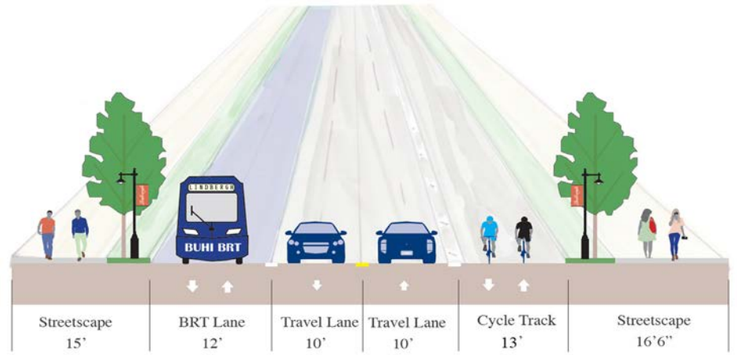


FIGURE 14. Morosgo Drive proposed section.

BIG IDEA #15

RETHINKING THE LINDBERGH COUPLET

REDESIGN OF THE COUPLET

The Lindbergh Couplet refers to the area of the Piedmont Rd. and Lindbergh Dr. intersection where Lindbergh Dr. splits from a two-way street into two one-way streets, before meeting back again. From east to west, the split happens where Morosgo Way and Parkland Dr. meet Lindbergh Dr., and rejoins just past the Gold Room. The interstice formed by the two one-way halves envelope a small strip mall shopping center on the east of Piedmont and the Gold Room on the west. The street pattern is better illustrated in the figure below. During the course of the planning process, it became understood that making a redesign intervention at the Lindbergh Couplet was suggested in the past, as long as almost two decades ago. During our talk with GDOT, it was hinted that there is or was some underlying reason for the sudden split in the thoroughfare. This may have to do with conflicts over land ownership. A reason behind the existing traffic pattern was not investigated in the course of the planning process. In any case, the current pattern out of place and unnecessarily complex. We recommend the following to achieve the reconfiguration of the Lindbergh Couplet.

RECOMMENDATIONS

- Begin negotiations with property owners to eliminate the roadways stemming north of Lindbergh Drive main that create the couplet arrangement.
- Reconnect Lindbergh Drive to be a continuous two-way road.
- Add lanes to Lindbergh Drive to compensate for the removal of the couplet lanes only if necessary. Under present conditions at the couplet, Lindbergh Drive spans six lanes. Elsewhere the route is predominantly a four-lane road. There may not be a need to reintroduce lanes into the reconfigured pattern as the unaffected lanes may be sufficient to accommodate the traffic load.
- Ensure that the new Lindbergh Drive-Piedmont Road intersection is easily and comfortably able to be crossed by pedestrians, cyclists, and other non-vehicular commuters. Additionally, design the intersection so that it is inviting and attractive to pedestrians. The quality of this intersection is crucial to connecting pedestrians and sidewalk commuters from the residential and mixed-use developments to the south to the commercial corridor along Piedmont Road and its side-streets to the north.
- Eliminate convenience roads for reversing direction while traveling in the couplet. This is inherent in restructuring the couplet as a continuous roadway.
- Retain access to the MARTA bus loop from Lindbergh Drive west of Piedmont Road. Assign the driveway and the bus loop as a “Buses Only.”

RETHINKING THE LINDBERGH COUPLET

REDESIGN OF THE COUPLET

FIGURE 15.Satellite view of the Lindbergh Couplet.

FIGURE 16. Existing configuration.

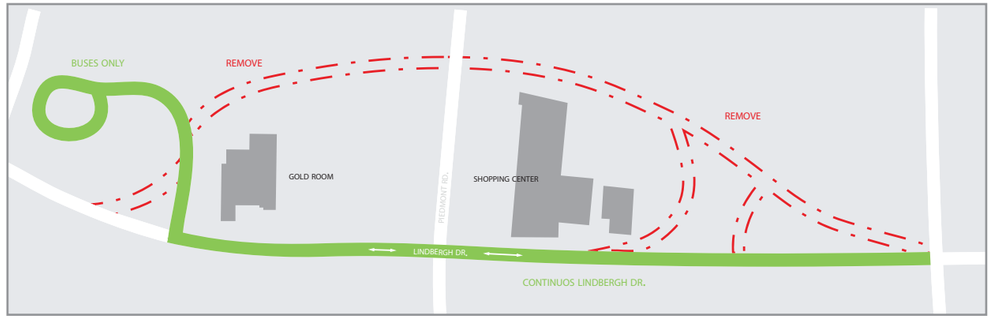


FIGURE 17. Proposed configuration.

6 ANCILLARY DEVELOPMENT

OVERVIEW

Once the initial core area and supporting transportation network were developed, potential sites outside of the focus are were identified for future development including The Dump, a big box store located at Sidney Marcus Blvd and Adina Dr, The Marta Yard Cap, a progressive development located at the existing MARTA maintenance yard just west of Buford Highway, the reconfiguration of the transportation network at Armour-Ottley Yard, and finally a plan to add some green into the heart of Lindbergh Center with the MARTA Parking Deck Green Roofs.

THE DUMP

Currently, The Dump is serviced by a rarely used three-acre parking lot. The store is only open Friday-Sunday, and even when it is, the lot isn't occupied anywhere near capacity. Based on stakeholder input that the parking lot at The Dump might be up for redevelopment in the near future, our recommendation is to redevelop the lot to be mixed use and centered around greenspace. This would include a stormwater retention pond, which reduces runoff and overflow elsewhere, and an adjacent walking path for pedestrians to enjoy. Sims Park in Buckhead is a successful example of this model.

Stakeholders want more greenspace and connectivity in this neighborhood. This area also has the possibility of a PATH400 connection and a BRT route going through it, connecting Buford Highway to Lindbegh MARTA with a bus station on The Dump's new site. According to the Fulton County Tax Assessor, the Home Depot currently owns The Dump building and its parking lot, and Noro Broadview Holding Company owns this section of Adina Drive.

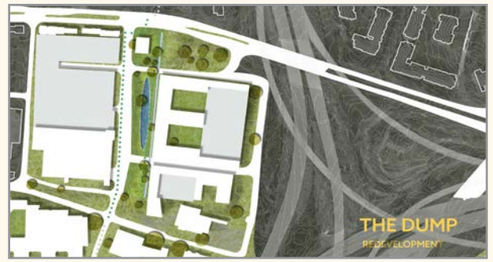


FIGURE 18. Plan view of the proposed Dump redevelopment.

RECOMMENDATIONS

- Redevelop The Dump parking lot as a multi-use development and a stormwater park.
- Consider introducing a PATH 400 connection on the site.
- Propose the use of Adina Drive for a Buford Highway BRT route.
- Retain the existing Quiktrip. We propose that the gas station remain and add a second story to meet grade with the new development. The station would be accessible from the elevation of the gas lines and from the second story.

FIGURE 19. An example of the proposed development at the Dump. The existing Dump development (left side of image) could use a stormwater park to serve as a buffer to the BRT and multiuse trail corridor proposed on Adina.

MARTA YARD CAP

OVERVIEW

A contemporary solution to interruptions and boundaries caused by transportation infrastructure has been to build over them. Cities are now investing in freeway “caps” or “lids” to bridge the urban interface across broad, vertically depressed high-speed roadways. Similar but less common are plans to build over rail. Perhaps the most notable of these is the Hudson Yards development in west Manhattan, half of which has been constructed to date. Other platform-over-rail projects are underway around the world, such as Parcours Paris River Gauche and Schuylkill Yards in Philadelphia. Bridging between urban sites and creating “new land” for development and activation are the most notable advantages of investing in such projects.

The Marta Yard Cap is a conceptual proposal for an approximately eight acre structural platform over the eastern portion of the Marta Yard north of Armour-Ottley Yard.

RECOMMENDATIONS

- Negotiate purchase of air rights from MARTA to allow for the construction of the MYC.
- Negotiate with GDOT and the City of Atlanta to remove the on-ramp that leads from Piedmont Road (southbound) to the Buford Spring Connector.
- Use the MYC as a way to facilitate an additional connection in and out of Armour-Ottley Yard.
- Use the land area produced by the MYC for new mixed-use developments, especially those that would increase residential density at Lindbergh.
- Dedicate a significant portion of the MYC to create a new contiguous public space.
- Future site planners should invest in quality urban design to minimize the potential of the area feeling isolated, disconnected, or sparsely populated by both buildings and people.
- Use the MYC as an opportunity to run a multi-use trail between Armour-Ottley Yard and Piedmont Road.

MARTA YARD CAP

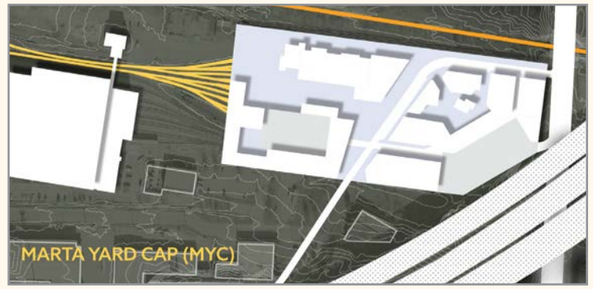


FIGURE 20. An illustrative diagram of the MYC showing its location relative to the MARTA trainyard.

FIGURE 21. A view of Hudson Yards, NYC. The rail tracks are visibile going under the completed half of the development.

The MARTA Yard Cap is neither the single definitive solution nor a necessity to augmenting connectivity to Armour-Ottley Yard. The planners recognize, also, that a platform feature is contingent on solutions to unique engineering problems, and that under present conditions Atlanta has no great shortage of buildable land for new construction or redevelopment. Still, a cap may be a more attractive and feasible idea in the future, to provide new possibilities for development and allow for other uses in the area without interfering with the function of the MARTA trainyard.

FIGURE 22. A possible site plan of the Marta Yard Cap indicating building footprints and uses.

BIG IDEA #18

ARMOUR-OTTLEY YARD STREET RECONFIGURATION

OVERVIEW

The success of the Marta Yard Cap Development hinges on the improved circulation of pedestrians, vehicles, and cyclists in and around Armour-Ottley Yard. This industrial area is extremely isolated from the surrounding transportation network with Armour Drive serving as the sole point of ingress-egress. Furthermore, existing on and off-ramps to Buford Highway present an additional set of issues, and creates congestion that ripples from the freeway into the surrounding roadway network. A dangerous "weave" configuration, shown in Figure 23 below, forces slower-moving on-ramp traffic to merge onto the freeway just before faster-moving off-ramp traffic is merging off of the freeway. The weave configuration creates massive congestion, backing up on-ramp traffic coming from Piedmont Road, and has the potential to cause deadly collisions.

FIGURE 23.
The existing weave configuration on Buford Highway. On-ramp traffic, shown in green, enters using the Piedmont ramp. Off-ramp traffic, shown in red, exits to Armour Drive NE.
Internal circulation for Armour Yard is shown to the east of Buford Highway.

FIGURE 24.
The proposed reconfiguration of the Buford Highway on and off ramps, and the local street network in Armour Ottley Yard.

ARMOUR-OTTLEY YARD STREET RECONFIGURATION

RECOMMENDATIONS

- Create access to MYC from Piedmont. A new intersection at Piedmont is proposed adjacent to the MYC development to allow for an additional point of ingress into Armour-Otley Yard. SB and NB Piedmont traffic will utilize the intersection to turn into the MYC development, or to continue along MYC Pass Road. The intersection reinforces the urban condition along Piedmont by decreasing space between signals.
- Reconfigure Buford Highway On-Ramp from Piedmont via MYC Pass Road. Rerouting the Piedmont on-ramp to MYC Pass Road will eliminate the weave condition on Buford Highway and reduce the bottleneck that currently exists on Piedmont.
- Reconfigure Buford Highway Off-Ramp at Armour Drive. The existing off-ramp has sufficient space to add an additional lane that provides a more direct path to the MYC development. The spur weaves between existing columns that support I-85 and eventually becomes MYC Lane at the new T-intersection.
- Increase internal circulation in Armour Yard via MYC Lane. The roadway will accommodate one lane of traffic in each direction with a sidewalk on either side from MYC Pass Road to Plasamour. It also provides a pedestrian scale environment by carving out smaller, more manageable blocks in the area.

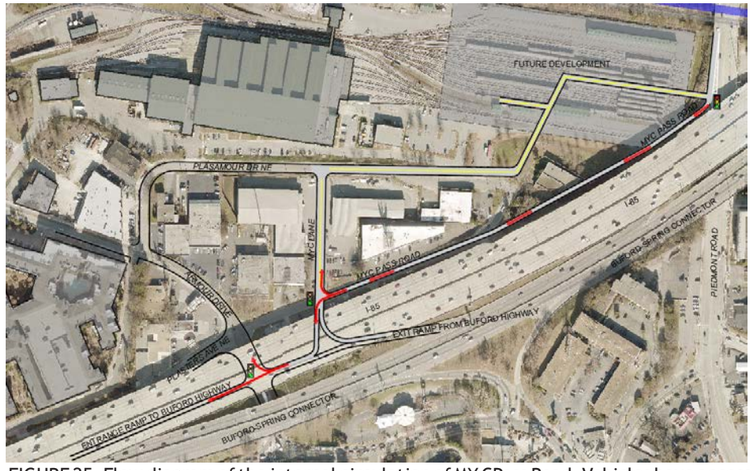


FIGURE 25. Flow diagram of the internal circulation of MY CPass Road. Vehicles have access to MYC, Buford Highway, and Armour Yard via Armour Dr. NE.

ARMOUR-OTTLEY YARD STREET RECONFIGURATION

- Remove Plaster Bridge Avenue. The removal of this roadway creates a new T-intersection to replace the 4-way intersection at Armour Drive NE. Traffic from Plasamour Dr NE will be rerouted to MYC Lane for more direct freeway access. All access to surrounding properties will be maintained via a combination of Plasamour Drive, MYC Lane, or MYC Pass Road.

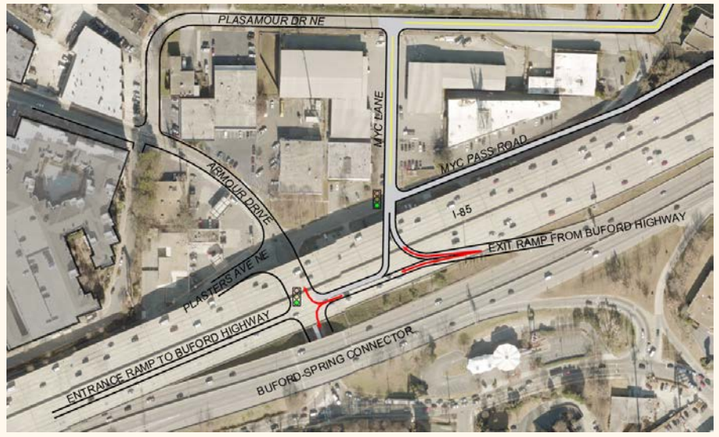


FIGURE 26. The proposed Buford Highway off ramp spur provides a direct connection from Buford Highway to the MYC development. Traffic flow with the revised configuration is shown in red.

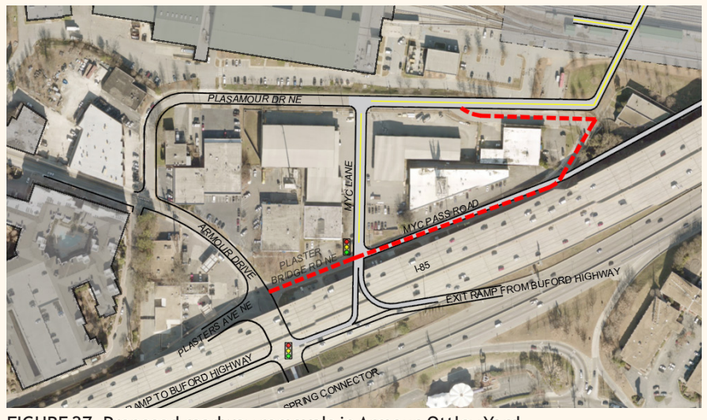


FIGURE 27. Proposed roadway removals in Armour-Ottley Yard.

GREEN PARKING DECKS

OVERVIEW

In addition to the greenspace we are proposing adjacent to Peachtree Creek, we are looking to incorporate greenspace in the surrounding area including the transformation of two parking deck roofs into green roofs. Garson Parking Deck and City Center Parking Deck are located on the south end of Lindbergh Center MARTA rail station. The parking decks are shared between MARTA users and local businesses. Following the vision of Atlanta's Urban Ecology Framework, our goal is to maximize greenspace by integrating vacant, abandoned, or seldom used properties into the green network. The top of each parking deck offers views of Downtown, Midtown, and Buckhead. Below is a photo taken from the top of Garson Parking Deck.

FIGURE 27 & FIGURE 28. The existing MARTA deck (left) and a rendering of the proposed green deck and community space (right).

Green roofs can be extensive, semi-intensive, or intensive in their design and use. For information on the general characteristics of different types of green roofs see the Appendix section on Big Idea #20. Implementing green roofs on top of the parking decks will require professional consulting to determine the best type of green roof for each deck.

GREEN PARKING DECKS

RECOMMENDATIONS

- Determine the best type of green roof - extensive, semi-intensive, or intensive
- Use an incremental timeline allowing the parking decks to remain open during construction
- Prioritize stormwater management in green roof design
- Upon completion, lower levels of the decks would remain open for parking
- Visitors can access the green roofs via the stairwells or elevators
- Green roofs provide numerous benefits:
    - Stormwater Management
    - Improved Air Quality
    - Reduce Ambient Temperature
    - Regulate Indoor Temperature
    - Encourage Biodiversity
    - New Amenity Space
    - Improved Aesthetics
    - Improved Health and Well-Being
    - Educational Opportunities
    - Urban Agriculture

FIGURE 29. Plan view of proposed green parking decks

APPENDIX

BIG IDEA #3 LIGHT RAIL STATION LOCATION ANALYSIS

Initially, four sites were selected as possible station locations for the BeltLine Rail and Clifton Rail. After initial stakeholder input, the selection was narrowed down to two alternatives: Armour Yard Station and Lindbergh South Station (Figure A1). A set of criteria was developed to evaluate each alternative, including projected ridership and demand, ease of MARTA transfers, surrounding circulation of transportation systems, infrastructure needs, and land acquisition. Table 3 on the next page shows a brief summary of the analysis between each alternative.

After careful evaluation and stakeholder input, Lindbergh South Station was selected as the preferred alternative. Proximity to MARTA's Lindbergh Center Station, potential of future development at Passion City Church, and connectivity to surrounding pedestrian, cyclist, and vehicular networks were all major factors in the selection of the preferred alternative. Furthermore, placing a new light rail station at this location reinforces previous plans to make Lindbergh a model of transportation oriented development (TOD) in the City of Atlanta.

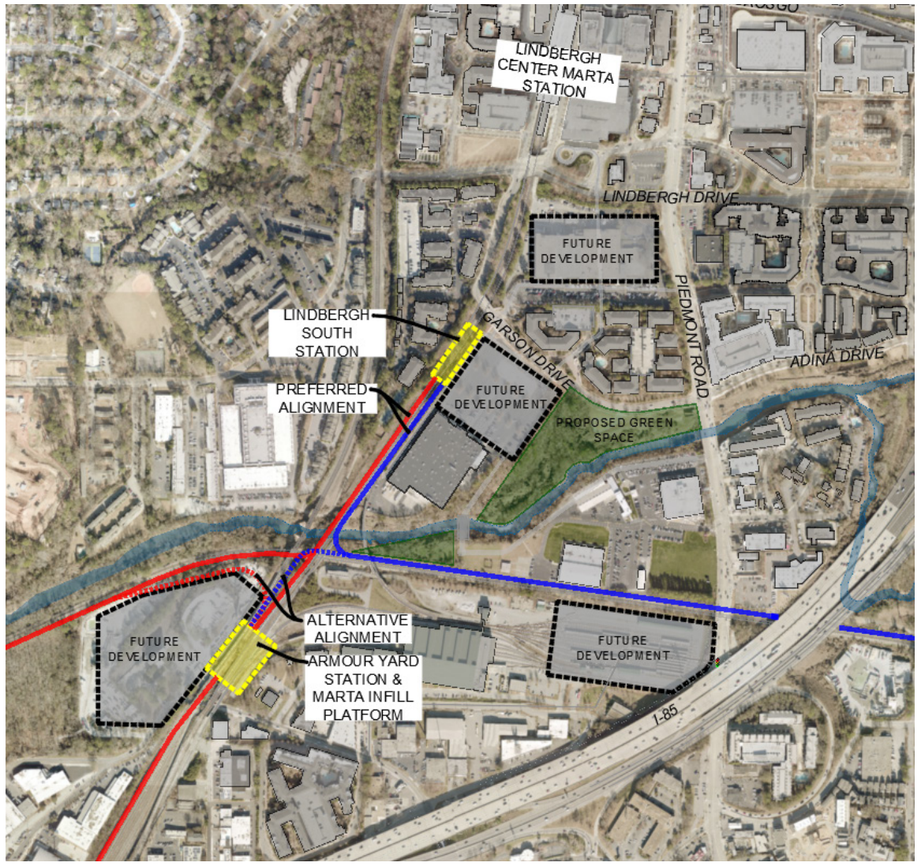


FIGURE A-1. The top two alternatives for light rail station locations are shown in yellow. The station that was selected for our final recommendation was Lindebrgh South Station located adjacent to Passion City Church just south of Lindbergh Center Station.

APPENDIX

BIG IDEA #3 LIGHT RAIL STATION LOCATION ANALYSIS

Principle	Armour Yard Station	Lindbergh South Station
Ridership and Demand	• Majority of the surrounding parcels are currently zoned for industrial use with intent to retain industrial operations in the future • Major redevelopment of Armour-Otley area would be required to justify sufficient baseline ridership and demand	• Existing ridership in the area is strong: Lindbergh Station is the 2nd most utilized station in MARTA's rail network • Additional connections to BeltLine and Clifton rail will bolster existing demand and increase ridership, supporting Lindbergh's vision of being the city's model TOD • Proposed commercial and residential development in Passion City Church parking lot will increase demand for transit services
MARTA Transfers	• Riders transfer to MARTA red/gold line via proposed MARTA infill station • Additional consideration needed to accommodate MARTA bus transfers	• Riders transfer to MARTA red/gold line or bus via LindberghCenter Station • Proposed BeltLine spur trail provides connection from station to station • ~¼ mile (7-minute walk) from platform to platform
Surrounding Transportation Circulation	• Requires major reconfiguration of local street network and freeway interchanges to accommodate increased vehicular and bus traffic • No pedestrian/cyclist connection	• No major reconfiguration of surrounding roadway network necessary
Infrastructure Needs	• Multi-story station with light rail platforms on both levels • Proposed MARTA Infill Station connected to Armour Yard Station via skybridge • XX' of raised rail for Clifton Rail • XX' of at-grade rail for BeltLine Rail	• Raised station over existing MARTA rail with one level of light rail platforms • XX' of raised rail for Clifton Rail • XX' of raised rail for BeltLine Rail • XX' more rail than Armour Yard Station option
Land Acquisition	• Concrete plant to be vacated within the next 5 years. No known negotiations for land deal at this time	• Land to be acquired from Passion City Church and MARTA. Initial feedback from stakeholders was positive.

TABLE A-1. This table shows the evaluation of the preferred station location for the MARTA Infill Station, either at Armour Yard or Lindbergh South.

APPENDIX

BIG IDEA #8 - PRECEDENT: PARKING GARAGE AS GREEN INFRASTRUCTURE

Example of work space and open space within floodplain.
Image from ArchDaily.

Example of work space and open space within floodplain.
Image from ArchDaily.

APPENDIX

BIG IDEA #20 GREEN PARKING DECKS

Table: General Features of the Green Roof

Type →	Extensive	Semi-intensive	Intensive
Use	Ecological Landscape	Garden/Ecological Landscape	Garden/Park
Type of vegetation	Moss-Herbs-Grasses	Grass-Herbs-Shrubs	Lawn/Perennials, Shrubs, Trees
Benefit	W,T,B	W,T,B,A	W,T,B,A
Depth of Substrate	60-200mm	120-250mm	150-400mm
Weight	60-150 kg/m2	120-200 kg/m2	180-500 kg/m2
Cost	Low	Periodic	High

W= Water, T= Thermal, B= Biodiversity, A= Amenity

Source: Livingroofs.org